PLAN COMMISSION COMMUNITY DEVELOPMENT STAFF REPORT

28231 DIEHL ROAD – 7 BREW DRIVE-THROUGH COFFEE SHOP

February 19, 2026

Project No.

PZ2025-0029

Applicant

Who Brew LLC
100 Powell Place #1230
Nashville, TN 37204

Property Owner

Menard Inc
5101 Menard Drive
Eau Claire, WI 54703

Subject Property Location & Info.

28231 Diehl Road

Located east of the southeast corner of Diehl Road and Davis Parkway.

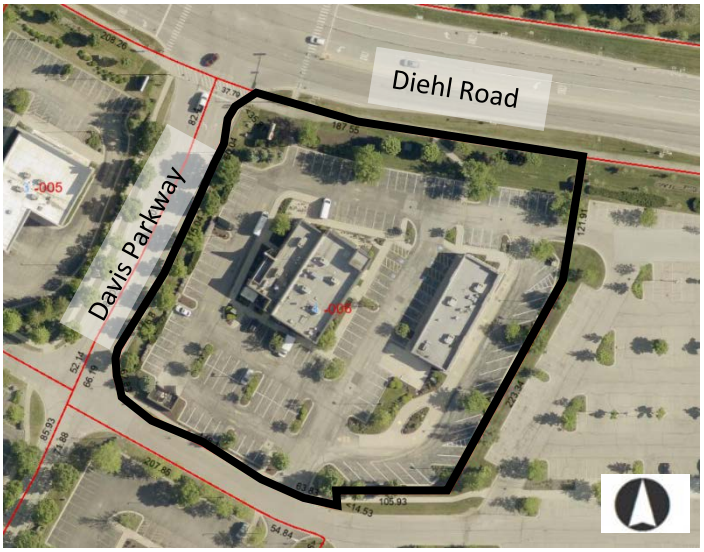
PIN: 07-02-405-006
Approximate Parcel Size: 2.69 acres

Existing Zoning

S-D Special Development Commercial Center District

Approvals Sought

- Major Planned Unit Development Amendment for the proposed 7 Brew drive-through and related improvements;
- Site-Specific Amendments to
  - Increase the maximum sign size from 22.875 square feet to approximately 32.08 square feet
  - Increase the permitted sign length from 25% of the façade to approximately 67% of the façade.



LOCATION MAP

PROJECT DESCRIPTION

Who Brew LLC, "the Applicant," is seeking approval of:

- A major Planned Unit Development (PUD) for the proposed 7 Brew coffee shop;
- Site-specific amendment to:
  - Increase the maximum sign size from 22.875 square feet to approximately 32.08 square feet; and
  - Increase the permitted sign length from 25% of the façade to approximately 67% of the façade.

The requested zoning relief will entitle a 7 Brew drive-through coffee shop and related improvements at 28231 Diehl Road, "the Subject Property." Project documents are available on the *City Private Development Projects* webpage at:

https://www.warrenville.il.us/997/28231-Diehl-Road-7-Brew-Development

The public hearing for this request began at the January 22, 2026, Plan Commission / Zoning Board of Appeals meeting. After conducting the public hearing, the Plan Commission voted to continue the public hearing to the February 19, 2026, meeting. It is important to note that this staff report does not reflect any public input that may be received during the February 19, 2026, public hearing, and therefore should be reviewed with this in mind. Any additional

Attachments

- Attachment A – Preliminary/Final PUD Fillable Form
- Attachment B – Plat of Survey
- Attachment C – Civil Engineering Plans
- Attachment D – Floor Plan and Elevations
- Attachment E – Sign Package
- Attachment F – Traffic Impact Study
- Attachment G – Traffic Impact Study Supplemental Intersection Evaluation
- Attachment H – Photometric Plan
- Attachment I – Promotional Days Drive-Through Operational Plan
- Attachment J – Engineering Review Memo
- Attachment K – Warrenville Fire Protection District Review Memo

information concerning the application that may be provided up to and at the public hearing will need to be reviewed and taken into consideration.

The Plan Commission is responsible for making recommendations to the City Council for major PUD amendment and site-specific amendment requests.

BACKGROUND

In April 2004, the City approved final PUD plans for Cantera Subarea I Lot 4 for a McDonald's, multi-tenant restaurant building, and related improvements via O2050 and O2127. O2050 includes architectural guidelines and sign regulations specific to the Subject Property. O2127 approved final PUD plans for the existing site conditions.

The site operated with a McDonald's, Chipotle, and a rotating list of restaurant tenants in the remaining tenant space, currently Madurai Kitchen, until the fall of 2023, when the McDonald's closed. The building has remained vacant and the site has been marketed by two different real estate groups. The building size (approximately 4,000 square feet) and configuration have not aligned with current fast casual and retail space needs.

In August 2025, the Applicant participated in a Pre-Application Meeting for a 7 Brew drive-through only coffee shop. After receiving feedback, the Applicant submitted a formal zoning application. Subsequently, staff worked with the Applicant to revise plans in preparation for a public hearing.

ANALYSIS

The Applicant proposes a 7 Brew drive-through only coffee shop (see Attachment C and Attachment D). The proposed development includes demolishing the former McDonald's drive-through building and replacing it with a 748 square foot building, drive through canopy, and related queueing lanes. The lanes measure 24 feet in width and include a 4-foot striped zone. The updated civil engineering plans show a slightly shortened queueing lane in favor of an intake lane/apron. Page C6.3 of the civil engineering plans is a passenger vehicle turning exhibit showing adequate room for passenger truck turning. The updated queueing lane accommodates 45 stacking spaces, four fewer than the previous proposal. 18 overflow queueing spaces are provided by wrapping around the parking spaces west of the development. 16 parking spaces are provided, three of which are ADA-compliant spaces. The Applicant proposes enlarging the existing landscape island to meet updated standards since the original development of the property. 7 Brew employees will take orders throughout the queueing lanes using tablet devices while walking along the sidewalk adjacent to the interior queueing lane and the 4-foot-wide striped zone. Drinks will be served under the canopy.

The site landscaping includes a mix of trees and shrubs (see page C5.1 in Attachment C). The interior landscape island, surrounded by the queueing lanes, includes four shade trees, four ornamental trees, and ten purple lilac shrubs. A mix of juniper and viburnum shrubs border portions of the queueing lane.

The 7 Brew building itself will consist of two shades of fiber-cement panel siding in a brick style as well as blue metal panel accents (see Attachment D). The Applicant updated the dumpster enclosure to match the color and materials of the 7 Brew building (see Attachment D).

To address staff and commission feedback, the Applicant submitted an updated sign package (see Attachment E). The Applicant proposes two identical wall signs, one on the north façade and one on the west façade. Each sign is approximately 32.08 square feet. Two site-specific amendments are required for the north façade due to its narrow profile – one to increase the maximum size of the sign from 22.875 square feet to 32.08 square feet and to increase the sign length from 25% of the length of the façade to approximately 67% of the length of the façade. The Applicant removed the "DRIVE-THRU COFFEE" chevron signs and therefore the small convenience sign variance is no longer required. The canopy and portions of the building will be outlined in LED neon flex lighting. The lighting band will be shielded to meet City photometric performance standards.

7 Brew typically operates from 5:30 a.m. to 10:00 p.m., Sunday through Thursday, and from 5:30 a.m. to 11:00 p.m. on Fridays and Saturdays. 7 Brew offers a variety of beverages including coffees, sodas, energy drinks, teas, lemonades, smoothies, shakes, etc. To address staff and commission concerns pertaining to high volume days, the Applicant submitted a promotional days drive-through operational plan (see Attachment I). The plan proposes additional 7 Brew staff and contracting third party traffic control support, such as the Warrenville Police Department, subject to a hire-back agreement, to direct traffic and overflow stacking. Staff confirmed with the Police Department that they are open to and experienced with such an arrangement.

I. MAJOR PLANNED UNIT DEVELOPMENT AND SITE-SPECIFIC AMENDMENTS

In recommending approval or conditional approval of a major amendment with site-specific amendments to previously approved final PUD plans, the Zoning Ordinance and Cantera Development Control Regulations require the Plan Commission to transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are fulfilled. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are fulfilled (Community Development Department staff intends to develop and submit its finding to these approval criteria after the initial public hearing for this proposal is conducted):

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Staff believes the proposed 7 Brew development and related improvements incorporate a higher standard of design and amenity required of Planned Unit Developments. The building itself meets the architectural guidelines set forth in Ordinance O2050. It includes a mix of materials including two variations of fiber-cement panel siding, finished as brick, and two colors of metal panels. The building includes architectural features such as a curved roof and canopies, accented by metal panels, windows, and building modulation. The rooftop mechanical units are completely screened by the rooftop parapet. The dumpster enclosure materials and colors match the building itself.

The site design includes a 45-car queuing lane. The interior peninsula will be planted with four shade trees, four ornamental trees, and lilac shrubs. The Applicant proposes enlarging the west landscape peninsula to

meet current code requirements. Additional shrubs will be located along the perimeter of the queueing lane and around the dumpster enclosure.

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in this Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Other than the requested site-specific amendments to increase the maximum size of the wall sign on the north façade from 22.875 square feet to approximately 32.08 square feet and to increase the maximum sign length from 25% of the length of the façade to approximately 67% of the length of the façade, the proposed PUD plans meet those PUD requirements including those outlined in the Cantera Development Control Regulations and in ordinances O2050 and O2127.

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

The proposed development is not consistent with the City's 1984 Comprehensive Plan as it designates the Subject Property as "office/research." However, it is consistent with the existing pattern of commercial development in Cantera Subarea I and with the underlying Commercial Center Use designation.

4. PUBLIC WELFARE

The PUD will not be detrimental to the public health, safety, morals, or general welfare.

After reviewing traffic and trip generation data, staff and City traffic consultants concur that the proposed PUD plans and promotional day drive-through operational plan (see Attachment I) will adequately address queueing and circulation concerns. Based on the traffic study and supplemental Dodge Drive and Davis Parkway intersection analysis, submitted by KLOA and reviewed by City traffic consultants (see Attachments F and G), the proposed 45-vehicle stacking lane exceeds the projected 37 required stacking spaces. Additionally, the traffic study shows the existing intersections of Dodge Drive and Davis Parkway and Diehl Road and Davis Parkway have operating capacity to serve the proposed 7-Brew development without changing level of service.

The promotional days drive-through operational plan proposes additional mitigation measures including additional 7 Brew staffing and contracting the Warrenville Police Department or another third-party traffic control company to help direct traffic on all promotional days. The Warrenville Police Department is open to contracting with 7 Brew for private traffic control services.

Staff believes the proposed PUD plans will not be detrimental to public health, safety, morals, or general welfare of the existing uses at or adjacent to the Subject Property nor the community at large.

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Staff believes the proposed PUD plans and requested site-specific amendments are consistent with the existing context. Based on the submitted traffic study, site plan, and promotional days drive-through operational plan, staff and City traffic consultants believe the proposed PUD plans are compatible with the adjacent restaurant and retail uses throughout Cantera Subarea I. Staff believes the requested site-specific amendments are consistent with the existing retail environment. The uniquely small building requires the requested sign-related site-specific amendments. The size and length of the proposed sign would otherwise be permitted on adjacent retail spaces.

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

There are no natural features on site to preserve.

7. CIRCULATION

Streets, sidewalks, off-street driveways, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size capacity, and design to ensure safe efficient circulation of automobiles, trucks, garbage trucks, and snowplows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets.

Staff believes the proposed PUD plans, supporting traffic study, and promotional days drive-through operational plan will adequately manage traffic generated by the 7 Brew development. The Applicant proposes 45 stacking spaces, eight more than required as determined by the traffic study. 18 overflow stacking spaces are provided throughout the shared parking lot. For the grand opening, promotional days, and other busy days, the Applicant indicates additional 7 Brew staff and third-party traffic control will be used to direct overflow stacking. To ensure adequate room for turning movements, the Applicant revised the stacking lane to include an intake lane/apron. A passenger truck turning exhibit is included in the civil engineering plans (see Attachment C).

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of the total public and common open space provided in residential areas render it useable for recreation purposes.

Staff believes the proposed landscaping and open space are consistent with the higher design standard and amenity required of a PUD. The Applicant proposes four shade trees, four ornamental trees, and juniper shrubs in the internal landscape island surrounded by the stacking lanes. Shrubs will line the south and east portions of the stacking lanes. A mix of grasses, trees, and shrubs will screen the dumpster enclosure. To meet updated code requirements, the Applicant proposes increasing the size of the interior parking lot landscaping island to meet updated code requirements. Finally, O2127 requires 0.7 acres of landscape coverage on the Subject Property. The Applicant's proposal results in 0.74 acres of landscaping coverage.

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body.

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

The Applicant does not propose subdividing the Subject Property for sale. Should the property owner wish to pursue subdivision, City review and approval is required.

10. PUBLIC SERVICES

The land use and improvements are consistent with the anticipated ability of the City to support police and fire protection, water supply, sewage disposal, and other public facilities and services without placing undue burden on existing residents and businesses.

Staff believes the proposed use will not require additional fire protection, water supply, police services, or other public services to a level not consistent with similar retail uses. During events that are likely to cause overflow stacking, the Applicant proposes mitigation actions such as additional staffing and contracting with the Police Department or another third-party traffic control service to address traffic and circulation concerns.

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities—or the provision of financial sureties guaranteeing their improvement—is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

Staff's understanding is that, if approved, this project would be developed in a single phase.

II. CITY STAFF REVIEW COMMENTS

Planning and Zoning

Planning staff provided the following comments and conditions to the Applicant to review:

Elevations

- Clarify the elevation directions. What is labeled as the south elevation on sheet A2.0 of the veritas architecture submittal appears to be the north elevation on the civil engineering plans.

Signs

- City staff is supportive of the requested sign-related site-specific amendments.
- The Sign Package should be updated to reflect the proposed building prior to City Council final action (i.e. cooler location and building elevation colors).

Photometric Plan

- The site is considered a medium activity level with requirements including a minimum at any point of 0.5 f/c, an average not to exceed 2.0 f/c, and a uniformity ratio between 3:1 and 4:1. The site's minimum is 0.6 f/c, average is 2.3 f/c, and uniformity ratio of 3.9. The site photometrics include light poles and fixtures that are not on the property and thus the higher average is allowed with administrative approval. The average is 18.72 f/c and maximum is 29 f/c. While this exceeds the average generally allowed, it is within the allowable values for gas station canopies, which this canopy can be treated as such.

Dodge Drive and Davis Parkway Intersection

- Staff requests the Applicant explore opportunities with adjacent property owners to restripe the Dodge Drive and Davis Parkway intersection.

Engineering Department

Engineering and Public Works review comments are found in the Engineering/SWM/Public Works Review Memo #3 dated February 12, 2026 (see Attachment J). Additionally, the City's traffic engineering consultant, Kimley-Horn, reviewed the supplemental Dodge Drive and Davis Parkway intersection data and concurs with the findings that the proposed development will not change the intersection's level of service.

Warrenville Fire Protection District

The Warrenville Fire Protection District provided a review memo for this project (Attachment K). The district has no comment at this time.

Police Department

Police Department staff indicated they are open to entering a "Hire Back Agreement" to allow 7 Brew to hire off-duty Warrenville Police officers to assist in traffic and stacking during promotional days and other high-volume days.

CONCLUSION

Based on the findings outlined in this report and contingent on any feedback received at the February 19, 2026, public hearing, staff recommends approval of the following motion:

> ***The Plan Commission recommends City Council approval of the major planned unit development amendment and site-specific amendments for the 7 Brew development at 28231 Diehl Road in accordance with the City staff review comments in the February 19, 2026, staff report.***

Attachment A – Preliminary/Final PUD Fillable Form
Attachment B – Plat of Survey
Attachment C – Civil Engineering Plans
Attachment D – Floor Plan and Elevations
Attachment E – Sign Package
Attachment F – Traffic Impact Study
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Attachment A

CITY OF WARRENVILLE

3S258 MANNING AVENUE • WARRENVILLE, IL 60555 • PH: (630) 393-9050 • FAX (630) 393-1531

APPLICATION FORM D
FOR PRELIMINARY/FINAL PLANNED UNIT DEVELOPMENT AND/OR AMENDMENT APPROVAL

Approval Criteria for Planned Unit Development

In recommending approval or conditional approval of a General Site Plan for an SD District Development (including Development Control Regulations associated therewith) or a Preliminary or Final Plan for a Planned Unit Development (PUD), or a Major or Minor Amendment to previously approved PUD plans, the Plan Commission shall transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are complied with. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are complied with.

Please review and provide a written response indicating how the proposed Planned Unit Development will meet these criteria:

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

Applicant Response:

The PUD allows for multiple tenants on a single parcel, which promotes a more flexible and efficient use of land. The subject site was previously developed as a drive-through restaurant, but it has been vacant since 2022. While the drive-through format is consistent with the parcel's historic use, the proposed site improvements - including updated architecture and improved vehicular circulation - represent a substantial design upgrade.

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in Warrenville Zoning Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Applicant Response:

See attached word document.

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

Applicant Response:

The City of Warrenville's Comprehensive Plan and the Cantera PUD both encourage active, commercially viable uses within designated commercial centers. By redeveloping a long vacant drive-through site, the proposed project supports the City's goals for reinvestment and enhanced commercial vitality.

4. PUBLIC WELFARE

The PUD will not be detrimental to the public health, safety, morals, or general welfare.

Applicant Response:

The existing site has been inactive for several years, detracting from the the visual character and economic vitality of the area. Redeveloping the property with a proven concept will activate a key parcel in the Cantera Commercial Center. The proposal will improve public safety and site usability through improved lighting, updated traffic circulation, and enhanced landscaping.

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Applicant Response:

The proposed drive-through coffee shop is compatible with surrounding commercial uses in the Cantera PUD's Commercial Center Use Area. The use is consistent with existing development patterns and will not negatively impact neighboring properties, property values, or environmental quality. Instead, it supports redevelopment and revitalization of the area which will improve property values in the neighborhood.

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, wooded areas, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

Applicant Response:

The site has no significant natural features, such as floodplains, wooded areas, steep slopes, or sensitive environmental areas. The proposed design will respect existing drainage patterns and will manage stormwater in accordance with City requirements.

7. CIRCULATION

Streets, sidewalks, pedestrian ways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets

Applicant Response:

The project provides safe and efficient circulation for vehicles, pedestrians and service vehicles. The site design includes off-street parking and a well-defined drive-through lane that minimizes conflict with customer parking and adjacent streets. The circulation layout accommodates fire trucks, garbage trucks, and other vehicles without obstructing traffic flow or creating safety hazards.

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of total public and common open space provided in residential areas render it useable for recreation purposes.

Open space between all buildings is adequate to allow for light and air, access by fire fighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development.

Applicant Response:

The project incorporates high-quality landscaping and open space improvements consistent with the elevated standards of the Cantera PUD. Landscaped areas will be utilized to enhance identity of the site and visual appeal. Open spaces between buildings and around the site will ensure adequate light, air circulation and access for emergency vehicles.

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

Applicant Response:

Individual parcels will not be sold as a part of this project.

10. PUBLIC SERVICES

The land uses, intensities, and phasing of the PUD are consistent with the anticipated ability of the City, the school districts, and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public facilities and services without placing undue burden on existing residents and businesses.

Applicant Response:

The proposed drive-through coffee shop is a low-impact commercial use that will not place undue burden on City services or infrastructure. Existing police, fire, water, sewer, and other public facilities have adequate capacity to serve this redevelopment without negatively impacting current businesses. No additional infrastructure improvements beyond standard utility connections are anticipated.

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities--or the provision of financial sureties guaranteeing their improvement--is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

Applicant Response:

The proposed drive-through coffee shop represents a single-phase development that can function independently and meets all applicable PUD criteria and City regulations. Since this is a standalone project on the parcel, it does not rely on any subsequent phases to achieve compliance or provide necessary public improvements.

2. Meets PUD Requirements

The site is located within the Commercial Center Use Area of the Cantera PUD, where restaurants and drive-through operations are permitted. The proposed coffee shop aligns with the PUD's intended land use pattern and development character.

Proposed signage will deviate from PUD requirements, which only allow one sign per building. In addition, the PUD requires the sign to be back lit. Proposed signage will not be backlit. A variance to this requirement is requested. 7 Brew stores are pre-manufactured with consistent branding and signage. The standard signage package includes: 3 illuminated signs and 5 non-illuminated flat cut letters with a total area of 93 square feet (additional details below). The 7 Brew operational model is built around speed, efficiency and customer convenience. The drive-through-focused design of the 7 Brew building creates a 360-degree customer approach pattern, with signage to aid in wayfinding and guide drivers safely through the multi-lane system.

North Elevation
Illuminated Medallion Sign – 28.27 sq. ft.
Non-Illuminated Flat Cut-Out Sign – 8.49 sq. ft.

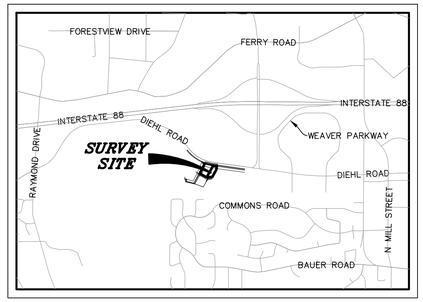
West Elevation
Illuminated Logo Copy Sign – 32.08 sq. ft.
Non-Illuminated Flat Cut-Out Sign – 8.49 sq. ft.
Non-Illuminated Flat Cut-Out Sign – 8.49 sq. ft.

East Elevation
Illuminated Logo Copy Sign – 32.08 sq. ft.
Non-Illuminated Flat Cut-Out Sign – 8.49 sq. ft.
Non-Illuminated Flat Cut-Out Sign – 8.49 sq. ft.

South Elevation
No Signs Proposed

Attachment B

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY



LOCATION MAP

NOT TO SCALE

INDEX TO SCHEDULE B

SCHEDULE B EXCEPTION TABLE

EXCEPTION NUMBER	DOCUMENT NUMBER	DESCRIPTION	PLOTTABLE	LOCATED ON PROPERTY	NOTATION
1	N/A	RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORD	NO	N/A	NOT ADDRESSED BY SURVEY
2	N/A	ANY FACTS, RIGHTS, INTERESTS OR CLAIMS NOT SHOWN BY PUBLIC RECORD	NO	N/A	NOT ADDRESSED BY SURVEY
3	N/A	EASEMENTS, CLAIMS OF EASMENT OR ENCUMBRANCES NOT SHOWN BY PUBLIC RECORDS	NO	UNKNOWN	IMPROVEMENTS SHOWN ON SURVEY
4	N/A	ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE DISCLOSED BY ACCURATE SURVEY AND NOT SHOWN BY PUBLIC RECORD	YES	YES	IMPROVEMENTS SHOWN ON SURVEY
5	N/A	ANY LIEN FOR SERVICES, LABOR OR MATERIAL NOT SHOWN BY PUBLIC RECORD	NO	N/A	NOT ADDRESSED BY SURVEY
6	N/A	LIEN OF REAL ESTATE TAXES, ASSESSMENTS, AND/OR WATER AND SEWER CHARGES	NO	N/A	NOT ADDRESSED BY SURVEY
7	N/A	ANY DEFECTS, LIENS, ENCUMBRANCES, OR ADVERSE CLAIMS APPEARING IN PUBLIC RECORD BETWEEN COMMITMENT DATE AND DATE SCHEDULE B, PART I REQUIREMENTS MET	NO	N/A	NOT ADDRESSED BY SURVEY
8	N/A	PROPERTY TAXES FOR THE YEAR(S) 2024, 2025 PIN: 24-02-326-054-0000	NO	N/A	NOT ADDRESSED BY SURVEY
9	N/A	EXISTING UNRECORDED LEASES	NO	N/A	NOT ADDRESSED BY SURVEY
10	R97-167985	GREAT LAKE AND FLOWAGE EASEMENT AREA MAINTENANCE AGREEMENT	YES	YES	NOTED ON SURVEY
10	R2006-136127	GREAT LAKE AND FLOWAGE EASEMENT AREA MAINTENANCE AGREEMENT AMENDMENT	YES	NO	NOTED ON SURVEY
11	R95-155521	TERMS, COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE DECLARATION OF COVENANTS, CONDITION AND RESTRICTIONS OF ORDINANCE APPROVING FINAL PUD PLATNS AND FINAL PLAT	NO	YES	NO EASEMENTS GRANTED
12	R2000-010848	TERMS CONTIANED IN DECLARATION OF RESTRICTIVE COVENANT	NO	YES	NO EASEMENTS GRANTED
13	R2001-174661	TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE PERMANENT STORMWATER MANAGEMENT AND ACCESS EASEMENTS	YES	YES	NOTED ON SURVEY
14	R2002-092405	TERMS AND CONDITIONS CONTAINED IN DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS	NO	YES	NOTED ON SURVEY
14	R2008-398321	PARTIAL ASSIGNMENT OF RIGHTS UNDER CANTERA DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS	NO	YES	NO EASEMENTS GRANTED
14	R2008-100721	RE-RECORDED PARTIAL ASSIGNMENT OF RIGHTS UNDER CANTERA DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS	NO	YES	NO EASEMENTS GRANTED
15	R2002-110199	TERMS AND CONDITIONS CONTAINED IN DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS	NO	YES	NO EASEMENTS GRANTED
16	R2003-078432	TERMS, PROVISIONS AND CONDITIONS CONTAINED IN DECLARATION OF EASEMENTS	YES	YES	SHOWN ON SURVEY
17	R2003-199155	COVENANTS AND RESTRICTIONS CONTAINED IN THE OPERATION AND EASEMENT AGREEMENT	NO	YES	SHOWN AND NOTED ON SURVEY
18	R2004-121594	TERMS AND CONDITIONS CONTAINED IN THE DECLARATION OF RESTRICTIVE COVENANTS	NO	YES	NO EASEMENTS GRANTED
19	R2003-195723	TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE CITY OF WARRENVILLE ORDINANCE NUMBER 2050, APPROVING REVISED PRELIMINARY PUDS PLANS	NO	YES	NO EASEMENTS GRANTED
19	R2004-097239	AMENDED BY ORDINANCE NUMBER 2127	NO	YES	NO EASEMENTS GRANTED
19	R2007-205533	AMENDED BY ORDINANCE NUMBER 2400	NO	YES	NO EASEMENTS GRANTED
20	R97-024839	PUBLIC UTILITY EASEMENT CONTAINED IN THE PLAT	YES	YES	SHOWN ON SURVEY
20	R2003-195726	PUBLIC UTILITY EASEMENT SHOWN ON THE PLAT OF SUBDIVISION FOR CANTERA SUB-AREA "I" RESUBDIVISION	YES	YES	SHOWN ON SURVEY
21	R95-155521	BUILDING SETBACK LINE AS SHOWN ON THE PLAT OF CANTERA SUBAREA I	YES	YES	SHOWN ON SURVEY
22	R2003-195726	PUBLIC WATERMAIN EASEMENT AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	YES	YES	SHOWN ON SURVEY
23	R2003-195726	PUBLIC SANITARY SEWER EASEMENT AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	YES	YES	SHOWN ON SURVEY
24	R2003-195726	PARKING SETBACK LINE AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	YES	YES	SHOWN ON SURVEY
25	R2003-195726	SIDEWALK EASEMENT AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	YES	YES	SHOWN ON SURVEY
26	R2003-195726	CORNER SIGHT EASEMENT AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	YES	YES	SHOWN ON SURVEY
27	R2003-195726	TERMS, PROVISION AND CONDITIONS CONTAINED IN THE EASEMENT PROVISIONS AS SHOWN ON THE PLAT OF CANTERA SUBAREA I RESUBDIVISION	NO	YES	EASEMENTS SHOWN ON SURVEY
28	R2004-076142	PRIVATE UTILITY EASEMENT CONTAINED IN THE PLAT OF EASEMENT GRANT	YES	YES	SHOWN ON SURVEY
29	R2004-121594	TERMS, CONDITIONS AND RESTRICTIONS CONTAINED IN A DECLARATION OF RESTRICTIVE COVENANTS	NO	YES	NO EASEMENTS GRANTED
30	R2004-175203	TERMS, PROVISIONS AND CONDITIONS AS CONTAINED IN MEMORANDUM OF LEASE	NO	YES	NO EASEMENTS GRANTED
30	R2005-043518	SUPPLEMENT TO LEASE	NO	YES	NO EASEMENTS GRANTED
31	R2005-026033	TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE CITY OF WARRENVILLE TRAFFIC ENFORCEMENT AGREEMENT CANTERA LOTS 1-4, CAPRI DEVELOPMENT	NO	YES	NO EASEMENTS GRANTED
32	R2008-089292	ASSIGNMENT AND ASSUMPTION OF STORMWATER MANAGEMENT AREA MAINTENANCE OBLIGATIONS (SUBAREA I)	NO	YES	NO EASEMENTS GRANTED
33	R2003-078432 R2003-199155	TERMS, CONDITIONS AND PROVISIONS OF THE DOCUMENT CREATING THE EASEMENT DESCRIBED IN SCHEDULE A, TOGETHER WITH THE RIGHTS OF THE ADJOINING OWNERS IN AND TO THE CONCURRENT USE OF SAID EASEMENT	YES	YES	SHOWN ON SURVEY
34	N/A	NOTE REGARDING FURNISHED WITH PROPERLY EXCUTED ALTA STATEMENT	NO	N/A	NOT ADDRESSED BY SURVEY

LEGAL DESCRIPTION PER TITLE

PARCEL 1:
LOT 4 IN CANTERA SUB-AREA "I" RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 27, 2003 AS DOCUMENT R2003-195726, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 2:
NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 CREATED DECLARATION OF EASEMENTS DATED FEBRUARY 21, 2003 AND RECORDED FEBRUARY 27, 2003 AS DOCUMENT R2003-078432 FOR INGRESS AND EGRESS OVER, UPON AND ACROSS THE ACCESS AND UTILITIES EASEMENT AREA FOR USE OF THE DRIVEWAY IMPROVEMENTS FOR ACCESS TO AND FROM DIEHL ROAD FOR PEDESTRIANS AND MOTOR VEHICLES, MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL 3:
NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY OPERATION AND EASEMENT AGREEMENT DATED MAY 23, 2003 AND RECORDED MAY 28, 2003 AS DOCUMENT R2003-199155 FOR THE PASSAGE AND PARKING OF VEHICLES OVER AND ACROSS THE PARKING AND DRIVEWAY AREAS ON LOT 8 AS SAME MAY FROM TIME TO TIME BE CONSTRUCTED AND MAINTAINED FOR SUCH USE, AND FOR THE PASSAGE AND ACCOMMODATION OF PEDESTRIANS OVER AND ACROSS THE PARKING, DRIVEWAYS AND SIDEWALK AREAS ON LOT 8 AS SAME MAY FROM TIME TO TIME BE CONSTRUCTED AND MAINTAINED FOR SUCH USE

SURVEY PREPARED FOR

TOTH & ASSOCIATES
1550 E REPUBLIC ROAD
SPRINGFIELD, MO 65804

PROPERTY AREA

117,156 SQUARE FEET (2.690 ACRES)

PROPERTY ADDRESS

28231 DIEHL RD., WARRENVILLE, IL
(PER TITLE COMMITMENT)

P.I.N.

07-02-405-006
(PER TITLE COMMITMENT)

TITLE NOTES

ATA NATIONAL TITLE GROUP, LLC TITLE INSURANCE COMPANY COMMITMENT NO. 25964215-IL WITH A COMMITMENT DATE OF JULY 10, 2025 HAS BEEN REVIEWED IN CONJUNCTION WITH THE PREPARATION OF THIS SURVEY. THIS SURVEY MAY NOT REFLECT MATTERS OF TITLE THAT MAY BENEFIT OR BURDEN THE PROPERTY UNLESS THEY ARE EVIDENT FROM THE FIELD SURVEY OR THEY ARE CONTAINED IN THE ABOVE TITLE COMMITMENT.

(EXCEPTION 10): THE SURVEYED PROPERTY IS SUBJECT TO AN GREAT LAKE AND FLOWAGE EASEMENT AREA MAINTENANCE AGREEMENT RECORDED AS DOCUMENT R97-167985. SAID EASEMENT IS LOCATED WEST OF THE SURVEYED PROPERTY. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 10): THE SURVEYED PROPERTY IS NOT SUBJECT TO AN GREAT LAKE AND FLOWAGE EASEMENT AREA MAINTENANCE AGREEMENT AMENDMENT RECORDED AS DOCUMENT R2006-136127. SAID DOCUMENT AFFECTS LAND THAT IS LOCATED WEST OF THE SURVEYED PROPERTY. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 13): THE SURVEYED PROPERTY IS SUBJECT TO AN GREAT LAKE AND FLOWAGE EASEMENT AREA MAINTENANCE AGREEMENT RECORDED AS DOCUMENT R2001-174661. SAID EASEMENT IS LOCATED SOUTHWEST OF THE SURVEYED PROPERTY. (SEE DOCUMENT FOR PARTICULARS)

(EXCEPTION 14) THE SURVEYED PROPERTY IS SUBJECT TO A MEMORANDUM OF LEASE RECORDED AS DOCUMENT NO. R2002-092405. SAID DOCUMENT CONTAINS THE FOLLOWING EASEMENTS AND RESTRICTIONS:

A. COMMON AREA NON-EXCLUSIVE EASEMENTS

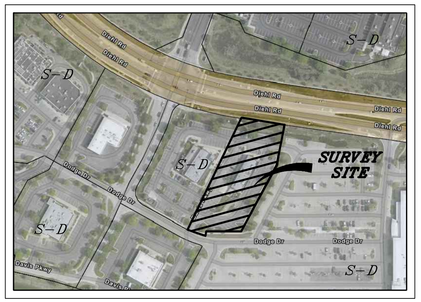
UNLESS OTHERWISE NOTED ABOVE, THE EASEMENTS AND RESTRICTIONS CONTAINED WITHIN SAID DOCUMENT ARE BLANKET IN NATURE AND THEREFORE NOT PLOTTABLE.
(SEE DOCUMENTS FOR PARTICULARS.)

SURVEYOR'S LEGAL DESCRIPTION OF PROPOSED LEASE PARCEL

THAT PART OF LOT 4 IN CANTERA SUB-AREA "I" RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 2, TOWNSHIP 38 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 27, 2003 AS DOCUMENT R2003-195726, IN DU PAGE COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 89 DEGREES 52 MINUTES 49 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 4, A DISTANCE OF 105.93 FEET TO A BEND POINT IN SAID SOUTH LINE; THENCE NORTH 53 DEGREES 48 MINUTES 42 SECONDS WEST, A DISTANCE OF 32.29 FEET; THENCE NORTH 28 DEGREES 50 MINUTES 15 SECONDS EAST, A DISTANCE OF 291.59 FEET; THENCE NORTH 07 DEGREES 50 MINUTES 39 SECONDS EAST, A DISTANCE OF 22.78 FEET TO A POINT 35.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID LOT 4; THENCE SOUTH 82 DEGREES 00 MINUTES 48 SECONDS EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 109.20 FEET TO THE EAST LINE OF SAID LOT 4; THENCE ALONG SAID EAST LINE FOR THE FOLLOWING TWO (2) COURSES: (1) SOUTH 07 DEGREES 59 MINUTES 09 SECONDS WEST, A DISTANCE OF 86.92 FEET; (2) THENCE SOUTH 28 DEGREES 52 MINUTES 03 SECONDS WEST, A DISTANCE OF 223.34 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.90 ACRES MORE OR LESS


S-D
S-D
S-D
S-D
S-D
SURVEY SITE
Diehl Rd
Diehl Rd
Diehl Rd

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

GRAPHIC SCALE

20 0 10 20 40 80

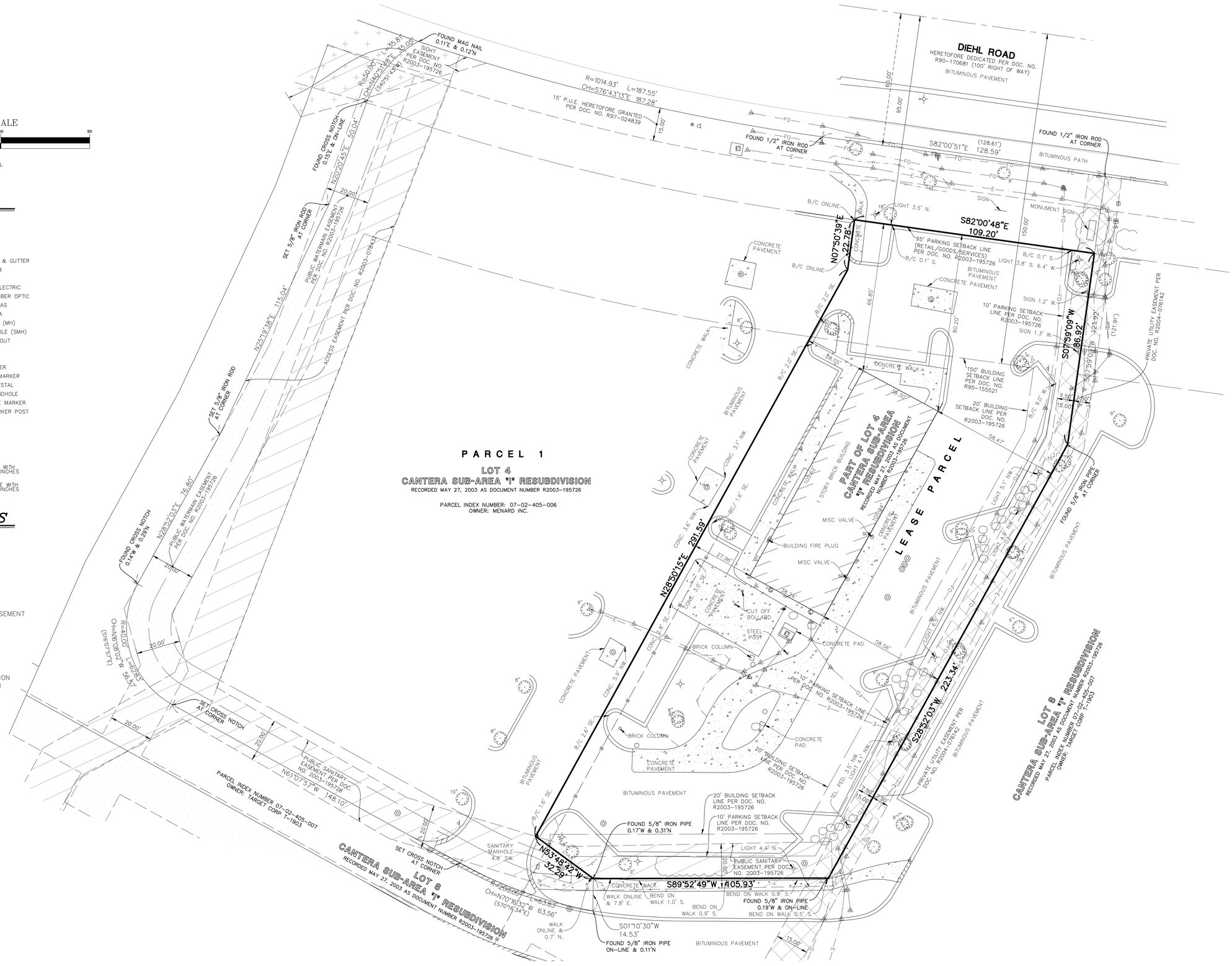
(IN FEET)
1 inch = 20 ft.

LEGEND

- = EX. PROPERTY LINE
- = EX. EASEMENT LINE
- = EX. LOT LINE
- = EX. SECTION LINE
- = EX. SIDEWALK
- = EX. CONCRETE CURB & GUTTER
- = EX. DEPRESSED CURB
- — W — = EX. WATERMAIN LINE
- — E — = EX. UNDERGROUND ELECTRIC
- — FO — = EX. UNDERGROUND FIBER OPTIC
- — G — = EX. UNDERGROUND GAS
- — LA — = EX. LANDSCAPE AREA
- = EX. STORM MANHOLE (MH)
- SCO = EX. SANITARY MANHOLE (SMH)
- = EX. SANITARY CLEANOUT
- = EX. VALVE BOX
- = EX. GAS METER
- = EX. JULIE GAS MARKER
- = EX. JULIE ELECTRIC MARKER
- = EX. TELEPHONE PEDESTAL
- FOH = EX. FIBER OPTIC HANDHOLE
- = EX. FIBER OPTIC LINE MARKER
- FOM = EX. FIBER OPTIC MARKER POST
- = EX. LIGHT STANDARD
- = EX. STREET LIGHT
- = EX. SIGN
- = EX. BOLLARD
- = EX. BUSHES
- 8" = EX. DECIDUOUS TREE WITH TRUNK DIAMETER IN INCHES
- 16" = EX. CONIFEROUS TREE WITH TRUNK DIAMETER IN INCHES

ABBREVIATIONS

CH	CHORD
DOC	DOCUMENT
E	EAST
L	LENGTH
MISC.	MISCELLANEOUS
N	NORTH
NW	NORTHWEST
NO.	NUMBER
PED	PEDESTAL
PUE	PUBLIC UTILITY EASEMENT
R	RADIUS
S	SOUTH
SE	SOUTHEAST
SW	SOUTHWEST
TEL	TELEPHONE
W	WEST
B/C	BACK OF CURB
XXX.XX'	MEASURED DIMENSION
(XXX.XX')	RECORD DIMENSION



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Construction Managers • Environmental Scientists • Landscape Architects • Planners

DRAWN BY	REVISIONS	DATE

28231 DIEHL ROAD
WARRENVILLE, ILLINOIS
ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

PROJ. MGR.:	CJS
PROJ. ASSOC.:	CJS
DRAWN BY:	NAL
DATE:	08/19/25
SCALE:	1"=20'

SHEET 2 OF 4
TAAWVIL01

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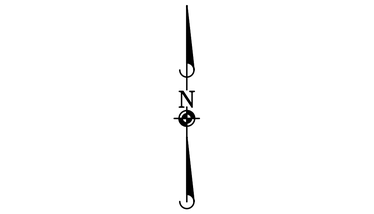
November 6, 2025 - 08:27 Dwg Name: \\mcl-lo-ns1\Projects-LOT\taawvil01\Dwg\Surv\Final Drawing\Alta Survey\03-TAAWVIL01 SA.dwg Updated By: LBotello

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY



LEGEND

- = EX. PROPERTY LINE
- = EX. EASEMENT LINE
- = EX. LOT LINE
- = EX. SECTION LINE
- = EX. SIDEWALK
- = EX. CONCRETE CURB & GUTTER
- = EX. DEPRESSED CURB
- W = EX. WATERMAIN LINE
- E = EX. UNDERGROUND ELECTRIC
- FO = EX. UNDERGROUND FIBER OPTIC
- G = EX. UNDERGROUND GAS
- LA = EX. LANDSCAPE AREA
- = EX. STORM LINE
- = EX. SANITARY LINE
- 780 = EX. 1 FOOT CONTOURS
- 700.00 = EX. SPOT ELEVATION
- = EX. TRAFFIC FLOW ARROW
- = EX. STORM MANHOLE (MH)
- = EX. SANITARY MANHOLE (SMH)
- SCO = EX. SANITARY CLEANOUT
- = EX. VALVE BOX
- = EX. GAS METER
- = EX. JULIE GAS MARKER
- = EX. JULIE ELECTRIC MARKER
- = EX. TELEPHONE PEDESTAL
- FOH = EX. FIBER OPTIC HANDHOLE
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- = EX. BOLLARD
- = EX. BUSHES
- 8" = EX. DECIDUOUS TREE WITH TRUNK DIAMETER IN INCHES
- 16" = EX. CONIFEROUS TREE WITH TRUNK DIAMETER IN INCHES
- = EX. BITUMINOUS PAVEMENT
- = EX. CONCRETE

ABBREVIATIONS

CH	CHORD
CNV	COULD NOT VERIFY
DOC	DOCUMENT
E	EAST
L	LENGTH
MISC.	MISCELLANEOUS
N	NORTH
NW	NORTHWEST
NO.	NUMBER
PED	PEDESTAL
PUE	PUBLIC UTILITY EASEMENT
PVC	POLY VINYL CHLORIDE PIPE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
SE	SOUTHEAST
SMH	SANITARY MANHOLE
STMH	STORM MANHOLE
SW	SOUTHWEST
TEL	TELEPHONE
W	WEST
B/C	BACK OF CURB
XXX.XX'	MEASURED DIMENSION
(XXX.XX')	RECORD DIMENSION

BENCHMARKS

REFERENCE BENCHMARK:
ELEVATIONS AND SITE BENCHMARKS SHOWN HEREON WERE ESTABLISHED UTILIZING A TRIMBLE REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) AND THE TRIMBLE VRS NOW NETWORK. THE OBSERVED ELEVATIONS ARE THE BASIS FOR ALL ELEVATIONS SHOWN HEREON AND THIS INFORMATION HAS NOT BEEN DIRECTLY COMPARED TO ANY OTHER KNOWN OR FIXED BENCHMARK. ALL ELEVATIONS ARE BASED ON NAVD 88 DATUM GEOID18).

SITE BENCHMARK#1:
CUT SQUARE ON SOUTH SIDE OF CONCRETE BASE OF LIGHT POLE AT THE NORTHWEST CORNER OF PARKING LOT. LOCATED APPROXIMATELY 254 FEET EAST OF THE CENTERLINE OF DAVIS PARKWAY AND 92 FEET SOUTH OF THE CENTERLINE OF DIEHL ROAD.

ELEVATION= 704.48 DATUM=NAVD88 (GEOID 18)

SITE BENCHMARK#2:
CUT SQUARE ON WEST SIDE OF CONCRETE BASE OF LIGHT POLE AT THE SOUTHEAST CORNER OF PARKING LOT. LOCATED APPROXIMATELY 348 FEET EAST OF THE CENTERLINE OF DAVIS PARKWAY AND 377 FEET SOUTH OF THE CENTERLINE OF DIEHL ROAD.

ELEVATION= 703.94 DATUM=NAVD88 (GEOID 18)

TOPOGRAPHIC FIELD WORK COMPLETED ON AUGUST 18, 2025

November 6, 2025 - 08:28 Dwg Name: \\nrc1ia-cs1\Projects-LOT\aawvil01\dwg\Surv\Final Drawing\Alta Survey\03-TAAWVIL01 SA.dwg Updated By: LBotello

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DRAWN BY | REVISIONS | DATE

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Construction Managers • Environmental Scientists • Landscape Architects • Planners

28231 DIEHL ROAD

WARRENVILLE, ILLINOIS

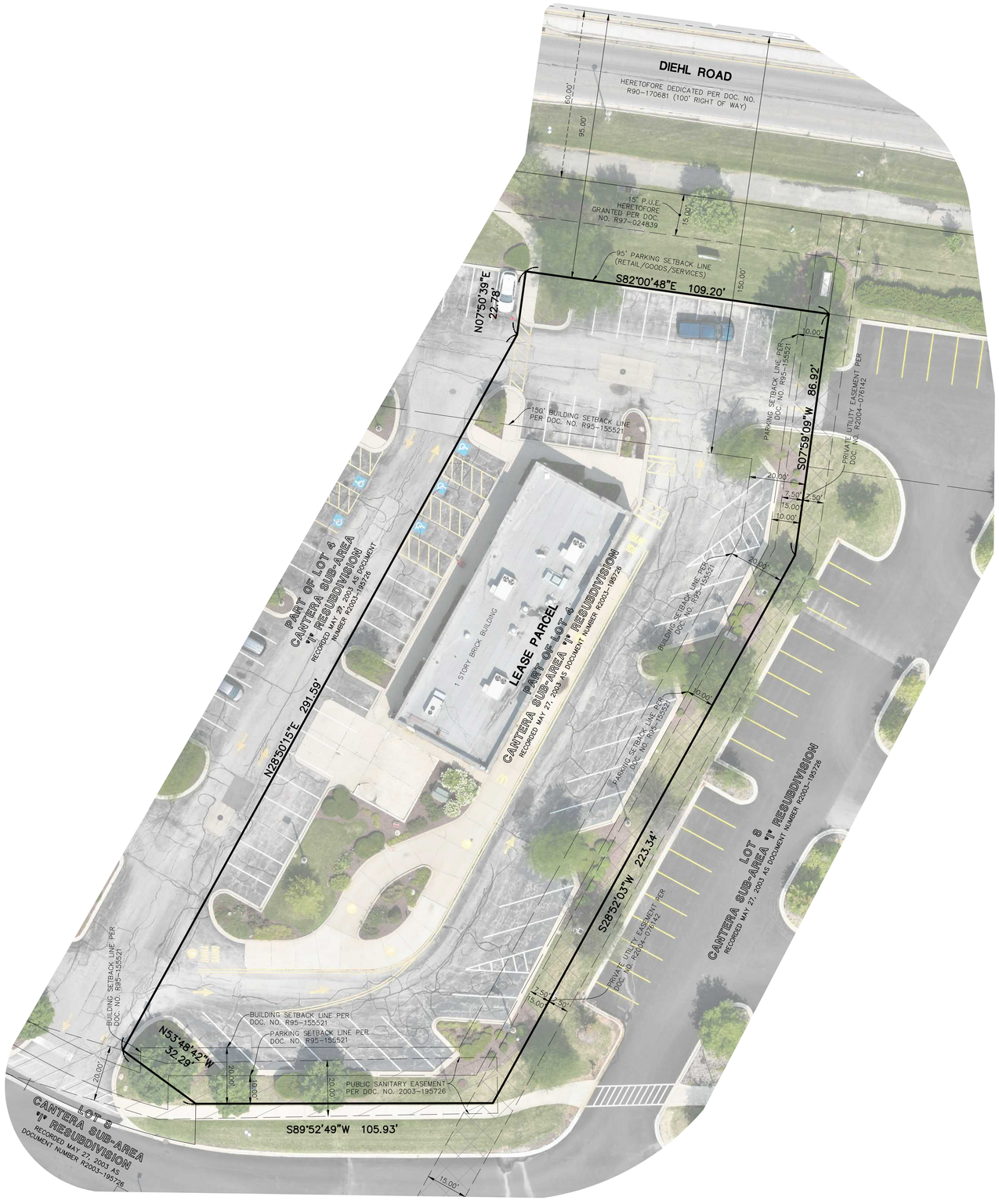
ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

PROJ. MGR.:	CJS
PROJ. ASSOC.:	CJS
DRAWN BY:	NAL
DATE:	08/19/25
SCALE:	1"=20'

SHEET 3 OF 4

TAAWVIL01

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- = EX. PROPERTY LINE
- = EX. CENTERLINE
- = EX. EASEMENT LINE
- = EX. LOT LINE

DRAWN BY:

REVISIONS

DATE

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WARRENVILLE, ILLINOIS

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

PROJ. MGR.:	CJS
PROJ. ASSOC.:	CJS
DRAWN BY:	NAL
DATE:	08/19/25
SCALE:	1"=20'

SHEET 4 OF 4

TAAWVIL01

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November 6, 2025 - 08:38 Dwg Name: \\mcl-ho-nas\Projects-LGY\Taawvil01\Dwg\Surv\Final Drawings\Alta Survey\04-TAAWVIL01-S4.dwg Updated By: LBonillo

Attachment C

SITE DEVELOPMENT PLANS FOR

SEVEN 7B BREW COFFEE DRIVE THRU

WARRENVILLE, IL 01

28231 DIEHL RD
WARRENVILLE, IL 60555

PROJECT NUMBER:
104.094

SHEET INDEX	
SHEET NAME	NUMBER
COVER SHEET	C0.0
GENERAL NOTES	C0.1
CITY NOTES	C0.2
DEMOLITION PLAN	C1.1
EROSION CONTROL PLAN	C1.2
SITE PLAN	C2.1
CONCRETE ALTERNATE PLAN	C2.2
OVERFLOW STACKING PLAN	C2.3
GRADING PLAN	C3.1
UTILITY PLAN	C4.1
LANDSCAPE PLAN	C5.1
LANDSCAPE NOTES AND DETAILS	C5.2
DEVELOPMENT LANDSCAPE EXHIBIT	C5.3
STRIPING PLAN	C6.1
FIRE TRUCK SWEPT PATH ANALYSIS	C6.2
PICK-UP TRUCK SWEPT PATH ANALYSIS	C6.3
DETAILS	C7.1
DETAILS	C7.2
ALTA/NSPS LAND TITLE SURVEY	SHEET 1
ALTA/NSPS LAND TITLE SURVEY	SHEET 2
ALTA/NSPS LAND TITLE SURVEY	SHEET 3
ALTA/NSPS LAND TITLE SURVEY	SHEET 4

0 250 500

NOTE: DRAWING REPRODUCTION AND SCALING MAY CHANGE THE INDICATED GRAPHIC SCALES

H. SCALE: 1" = 500'

EXISTING UTILTY INFORMATION:	
WATER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
ELECTRIC	COMED 4300 WINFIELD RD WARRENVILLE, IL 60555 7-800-334-7661
SEWER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
STORM WATER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
GAS	NICOR 1844 FERRY RD NAPERVILLE, IL 60563 1-888-642-6748
CABLE	AT&T 2435 W SCHAUMBURG RD SCHAUMBURG, IL 60194 1-800-288-2020

TOTH & ASSOCIATES
1550 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
Ph: 417-888-0645 Fax: 417-888-0657
www.tothassociates.com
IL# 63620661

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SEVEN 7B BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:

02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

C0.0
COVER SHEET

DATE: FEBRUARY 9, 2026

CIVIL LEGENDS

ABBREVIATIONS

BC	BACK OF CURB
CC	STANDARD CATCH CURB
CL	CENTER LINE
CMP	CORRUGATED METAL PIPE
EP	EDGE OF PAVEMENT
FES	FLARED END SECTION
FL	FLOW LINE
GT	GUTTER INVERT
GY	GUY WIRE
HDPE	HIGH DENSITY POLYETHYLENE
INV	INVERT
LF	LINEAR FEET
MC	MOUNTABLE CURB
PVC	POLYVINYL CHLORIDE PIPE
R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
SC	SPILL CURB
TB	TOP OF BASE ROCK
TC	TOP OF CURB
TGV	TOP OF GRAVEL
TG	TOP OF GROUND
TP	TOP OF PAVEMENT
TS	TOP OF SIDEWALK
TW	TOP OF WALL
EX TC	EXISTING TOP OF CURB
EX TP	EXISTING TOP OF PAVEMENT
EX TS	EXISTING TOP OF SIDEWALK
	DIRECTION OF SHEET FLOW

SYMBOLS:

- MARKER STONE
- RIGHT OF WAY MARKER
- IRON PIN FOUND
- IRON PIN SET
- CUT CROSS
- CONTROL POINT
- BENCHMARK
- SANITARY SEWER MANHOLE
- SANITARY CLEANOUT
- STORM CLEANOUT
- STORM SEWER AREA INLET
- STORM SEWER CURB INLET
- STORM SEWER MANHOLE
- FLARED END SECTION
- TELEPHONE MANHOLE
- TELEPHONE RISER
- POWER POLE
- GUY ANCHOR
- LIGHT POLE
- ELECTRIC BOX
- GAS METER
- GAS VALVE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WELL
- IRRIGATION VALVE
- SPRINKLER HEAD
- AIR CONDITIONING UNIT
- MAILBOX
- POST
- SIGN

LINETYPES:

- PL — PROPERTY LINE
- RW — RIGHT OF WAY LINE
- LL — LOTLEASE LINE
- S — SANITARY SEWER LINE
- FM — SANITARY SEWER FORCE MAIN
- ST — STORM SEWER LINE
- FL — FLOW LINE
- OHE — OVERHEAD ELECTRIC LINE
- UE — UNDERGROUND ELECTRIC LINE
- G — GAS LINE
- W — WATER LINE
- IR — IRRIGATION WATER LINE
- C — COMMUNICATIONS LINE
- T — TELEPHONE LINE
- FO — FIBER OPTIC LINE
- O — CHAIN LINK FENCE
- X — BARBED WIRE FENCE
- WOOD FENCE
- 1000 — EXISTING MAJOR CONTOUR
- 1001 — EXISTING MINOR CONTOUR
- 1000 — PROPOSED MAJOR CONTOUR
- 1001 — PROPOSED MINOR CONTOUR
- TREE LINE
- FPL — FEMA FLOODPLAIN
- FFW — FEMA FLOODWAY
- LOD — LIMIT OF DISTURBANCE
- COMPOST FILTER SOCK
- DIRECTION OF SHEET FLOW

PROJECT CONTROL

BENCHMARKS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD '83 FOR HORIZONTAL VALUES AND NAVD'88 FOR VERTICAL VALUES.

SURVEY NOTES:

THE BOUNDARY LINES SHOWN HEREON ARE BASED ON A SURVEY PERFORMED AUGUST 19, 2025 BY MANHARD CONSULTING, IL LICENSED PROFESSIONAL LAND SURVEYOR NO. 4017 AND IS NOT A PRODUCT OF TOTH & ASSOCIATES.

CONTROL POINT TABLE

POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP 1	1870035.999	1028225.4640	700.8000	"X" IN CONCRETE
CP 2	1870193.5140	1028325.7210	702.1430	"X" IN CONCRETE
CP 3	1870432.1780	1028380.4930	702.5300	"X" IN CONCRETE
CP 4	1870213.046	1028167.111	700.99	"X" IN CONCRETE
CP 400	1870442.138	1028329.583	704.48	BM 1
CP 401	1870170.269	1028315.489	703.94	BM 2

FLOOD PLAIN INFORMATION:

FEMA PANEL #: 17043C0141J - EFFECTIVE DATE: AUGUST 01, 2019
FEMA ZONE - X: THE SUBJECT PROPERTY IS NOT WITHIN THE 100 YEAR FLOOD ZONE

DEVELOPER:

WHO BREW, LLC
CONTACT: CHRIS GEORGE
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GENERAL CIVIL NOTES

1. THE GENERAL NOTES ON THE DRAWINGS ARE INTENDED TO SUPPLEMENT THE GENERAL CONDITIONS AND TECHNICAL SPECIFICATIONS. WHEN THE NOTES ON THE DRAWINGS CONFLICT WITH THE TECHNICAL REQUIREMENTS OUTLINED IN THE SPECIFICATIONS, THE MORE STRINGENT CRITERIA WILL GOVERN.
2. CONSTRUCTION METHODS AND MATERIALS SHALL CONFORM TO THESE DRAWINGS, THE PROJECT TECHNICAL SPECIFICATIONS, AND THE APPLICABLE STANDARDS AND SPECIFICATIONS OF THE LOCAL AUTHORITY, UNLESS OTHERWISE NOTED.
3. ALL TRAFFIC CONTROL SHALL BE IN CONFORMANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). DURING CONSTRUCTION, ACCESS SHALL BE MAINTAINED FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC. THE FIRE, POLICE AND AMBULANCE DEPARTMENTS, SCHOOL BUS COMPANIES AND POST OFFICE ARE TO BE NOTIFIED 48 HOURS PRIOR TO ANY ROAD CLOSINGS.
4. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY NOT INCLUDE ALL UTILITIES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO CALL THE STATE'S UTILITY LOCATE PHONE NUMBER AND COORDINATE FIELD LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. DURING CONSTRUCTION CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES WHERE CONFLICTS MIGHT OCCUR WITH PROPOSED UTILITIES OR GRADING ACTIVITIES. IF A CONFLICT BECOMES APPARENT THE CONTRACTOR SHALL CONTACT ENGINEER FOR DIRECTION. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY ALL THOSE UTILITY COMPANIES WHICH HAVE FACILITIES IN THE NEAR VICINITY OF THE CONSTRUCTION BEING PERFORMED.
5. EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF THE WORK TO BE DONE ARE INDICATED ON THE DRAWINGS ONLY TO THE EXTENT SUCH INFORMATION HAS BEEN MADE AVAILABLE OR DISCOVERED BY THE ENGINEER IN PREPARATION OF THE DRAWINGS. THERE IS NO GUARANTEE AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES, INCLUDING SERVICE CONNECTIONS, IN ADVANCE OF CONSTRUCTION ACTIVITIES BY CONTACTING THE OWNERS THEREOF AND BY PROSPECTING. THE CONTRACTOR SHALL IMMEDIATELY INFORM THE OWNER AND ENGINEER IN WRITING OF ANY DISCREPANCIES WITH THE PLAN INFORMATION. ALL DAMAGE TO EXISTING UTILITIES, INCLUDING SERVICE CONNECTIONS, SHALL BE REPAIRED BY AND AT THE EXPENSE OF THE CONTRACTOR.
6. THE CONTRACTOR SHALL NOT CHANGE OR DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE OWNER AND ENGINEER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND OWNER WILL PAY ALL FEES AS REQUIRED BY PERMITS FOR THIS CONSTRUCTION.
8. ALL WORK WITHIN ROAD RIGHT OF WAY SHALL CONFORM TO EITHER THE LOCAL JURISDICTION OR THE STATE DEPARTMENT OF TRANSPORTATION REQUIREMENTS; WHICH EVER IS APPLICABLE.
9. ALL TRENCHES CROSSING THROUGH PAVED AREAS OR AREAS TO BE PAVED SHALL BE BACKFILLED FULL DEPTH WITH COMPACTED CRUSHED STONE MATERIAL AS PER PROJECT DETAILS AND SPECIFICATIONS.
10. ALL WORK AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
11. ANY ESTIMATES OF QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING ALL QUANTITIES. CONTRACTOR SHALL PROVIDE ALL WORK AND MATERIALS SHOWN ON PLANS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PUBLIC STREETS IN THE VICINITY OF THE JOB CLEAN AND FREE OF ROCKS, SOIL AND DEBRIS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF THE RIGHT OF WAY AND FOR DAMAGED IMPROVEMENTS SUCH AS CURBS, SIDEWALKS, STREET LIGHT AND TRAFFIC SIGNAL JUNCTION BOXES, TRAFFIC SIGNAL LOOP WIRING, SIGNAL POLES AND ETC. DAMAGED IMPROVEMENTS SHALL BE REPAIRED IN CONFORMANCE WITH THE LATEST CITY AND STATE REGULATIONS AND TO THEIR SATISFACTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL EROSION AND SILTATION DURING ALL PHASES OF CONSTRUCTION AS OUTLINED IN THE EROSION CONTROL PLAN AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP), IF APPLICABLE. EROSION CONTROL PROCEDURES SHALL BE IN PLACE PRIOR TO GRADING ACTIVITIES.
15. THE CONTRACTOR SHALL CLEAN OUT ALL INLETS, PIPES AND MANHOLES OF DEBRIS AND SEDIMENTATION AT THE COMPLETION OF SITE WORK. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE OWNER AND LOCAL JURISDICTION.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL PROPERTY CORNERS. ANY PROPERTY CORNERS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE RESET BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE IN WHICH THE PROJECT IS LOCATED, AT THE CONTRACTOR'S EXPENSE.
17. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE APPROVED PLANS, AND ONE (1) COPY OF THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE SITE AT ALL TIMES.
18. THE CONTRACTOR IS OBLIGATED TO INSPECT FOR EXISTING CONDITIONS AND/OR INSTALLATIONS AND AVAILABLE INFORMATION PRIOR TO SUBMITTING A BID. NO EXTRA COSTS WILL BE PAID TO THE CONTRACTOR DUE TO UNANTICIPATED EXISTING CONDITIONS AND/OR INSTALLATIONS. ANY DELAY, ADDITIONAL WORK, FEES OR EXTRA COST TO THE CONTRACTOR CAUSED BY OR RESULTING FROM DAMAGE TO OR MODIFICATION OF EXISTING INSTALLATIONS BY THE CONTRACTOR OR AFFECTED UTILITY COMPANY SHALL NOT CONSTITUTE A CLAIM FOR EXTRA WORK, ADDITIONAL PAYMENT OR DAMAGES.

DEMOLITION NOTES

JOB CONDITIONS

1. THE OWNER ASSUMES NO RESPONSIBILITY FOR THE ACTUAL CONDITION OF ANY STRUCTURES TO BE DEMOLISHED.
2. ITEMS OF SALVAGEABLE VALUE TO THE CONTRACTOR MAY BE REMOVED FROM THE PROJECT SITE AT THE APPROVAL OF THE OWNER. TRANSPORT THE SALVAGED ITEMS FROM THE SITE AS THEY ARE REMOVED.
3. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED ON THIS PROJECT.
4. THE CONTRACTOR SHALL CONDUCT THE DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT OCCUPIED AND USED FACILITIES.
5. THE CONTRACTOR SHALL INSURE SAFE PASSAGE OF PERSONS AROUND THE DEMOLITION AREA. CONDUCT OPERATIONS TO PREVENT DAMAGE TO ADJACENT BUILDING STRUCTURES AND OTHER FACILITIES THAT ARE TO REMAIN; AND INJURY TO PERSONS.
6. PROVIDE INTERNAL AND EXTERNAL SHORING, BRACING OR SUPPORT TO PREVENT MOVEMENT, SETTLEMENT OR COLLAPSE OF ANY STRUCTURES TO BE DEMOLISHED AND ANY ADJACENT FACILITIES TO REMAIN.
7. MAINTAIN EXISTING UTILITIES INDICATED TO STAY IN SERVICE AND PROTECT AGAINST DAMAGE DURING DEMOLITION OPERATIONS. DISCONNECT ALL UTILITIES SERVING ANY STRUCTURES TO BE DEMOLISHED, PRIOR TO START OF DEMOLITION WORK.

DEMOLITION

1. POLLUTION CONTROLS: USE WATER SPRINKLING, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN AIR. COMPLY WITH GOVERNMENT REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
2. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT AND DEBRIS CAUSED BY DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITIONS AS THEY EXIST PRIOR TO START OF WORK.
3. BREAK UP AND REMOVE CONCRETE SLABS ON GRADE, UNLESS OTHERWISE SHOWN TO REMAIN.
4. BELOW-GRADE CONSTRUCTION: DEMOLISH FOUNDATION WALLS AND OTHER BELOW GRADE CONSTRUCTION, INCLUDING CONCRETE SLABS, TO A DEPTH OF NOT LESS THAN 12" BELOW THE LOWEST FOUNDATION LEVEL.
5. FILLING VOIDS: COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION AS OUTLINED BELOW.
6. USE SATISFACTORY SOIL MATERIALS AS DEFINED IN THE GEOTECHNICAL ENGINEERING REPORT, IF AVAILABLE, CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER.
7. PRIOR TO PLACEMENT OF FILL MATERIAL, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST OR FROZEN MATERIAL, TRASH AND DEBRIS.
8. PLACE FILL MATERIAL IN HORIZONTAL LAYERS AT DEPTHS AND MOISTURE CONTENTS AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING REPORT, IF AVAILABLE.
9. AFTER FILL PLACEMENT AND COMPACTION, GRADE THE SURFACE TO MEET ADJACENT CONTOURS AND TO PROVIDE FLOW TO SURFACE STRUCTURES.
10. ALL TREES INDICATED TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE WITH THE STATE PARKS AND WILDLIFE'S WILD HABITAT ASSESSMENT PROGRAM FOR THE SITE PER PROJECT SPECIFICATIONS. TREES ON THE SITE MAY BE SAFELY REMOVED FROM NOVEMBER 1 THROUGH MARCH 31. IF ANY TREES NEED TO BE REMOVED OUTSIDE OF THIS TIMEFRAME, CONTRACTOR SHALL FOLLOW BEST PRACTICES AS PRESCRIBED BY THE US FISH AND WILDLIFE SERVICE TO PRESERVE THE HABITAT OF ANY ENDANGERED SPECIES POTENTIALLY PRESENT ON SITE.

DISPOSAL OF DEMOLISHED MATERIALS

1. REMOVE FROM SITE ACCUMULATED VEGETATION, DEBRIS, RUBBISH AND OTHER MATERIAL RESULTING FROM THE DEMOLITION OPERATION.
2. BURNING OF COMBUSTIBLE MATERIALS FROM DEMOLISHED STRUCTURES AND VEGETATION WILL NOT BE PERMITTED ON SITE.
3. REMOVAL: TRANSPORT MATERIALS REMOVED FROM DEMOLISHED STRUCTURES, VEGETATION, PAVEMENT AND BASE ROCK AND LEGALLY DISPOSE OFF SITE.

PROTECTION OF EXISTING STRUCTURES AND VEGETATION

1. CONTRACTOR SHALL INSTALL 6' STEEL FENCE POSTS, DRIVEN 18" INTO THE GROUND, AT 10' ON CENTER AT TREE DRIP LINES AND INSTALL 4' TENAX ORANGE WARNING BARRIER, OR EQUAL, ATTACHED AS RECOMMENDED BY THE MANUFACTURER, TO PROTECT EXISTING TREES DURING CONSTRUCTION. CONTRACTOR SHALL REMOVE POSTS AND FENCE FABRIC AFTER ALL CONSTRUCTION IS COMPLETE.

SEDIMENT & EROSION CONTROL NOTES

1. THE EROSION CONTROL PLAN SHOWS THE LOCATION AND DETAILS FOR PRIMARY EROSION CONTROLS TO BE CONSTRUCTED. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING EROSION AND DISCHARGE OF SEDIMENT FROM THE SITE AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE NECESSARY MEASURES DURING ALL PHASES OF HIS OPERATIONS REGARDLESS OF WHETHER THEY ARE SPECIFICALLY NOTED ON THE EROSION CONTROL PLAN AND SHALL MAINTAIN AND REPLACE CONTROLS AS NECESSARY DURING THE COURSE OF HIS OPERATIONS.
2. INITIAL SEDIMENT CONTROLS SHOWN ON THE EROSION CONTROL PLAN MUST BE INSTALLED PRIOR TO ANY OTHER WORK.
3. THE CONTRACTOR SHALL CLEAN ALL STREETS BOTH INTERIOR AND ADJACENT TO THE SITE, AS NEEDED AFTER EACH RAINFALL AND AT THE END OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST DURING CONSTRUCTION AND SHALL WATER CONSTRUCTION AREAS WHENEVER CONDITIONS WARRANT.
5. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING SILT FROM STORM DRAINS, INLETS, CULVERTS, ETC. PRIOR TO APPROVAL OF CONSTRUCTION.
6. ALL DISTURBED AREAS NOT RECEIVING OTHER PERMANENT STABILIZATION SUCH AS PAVEMENT, ROOFS, SOD AND ETC., SHALL BE SEEDED AND MULCHED, AS PER THE PROJECT SPECIFICATIONS BEFORE TEMPORARY SEDIMENT CONTROLS CAN BE REMOVED AND PRIOR TO FINAL APPROVAL OF CONSTRUCTION.
7. IF APPLICABLE THE CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS AS PUT FORTH IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP SHALL BE CONSIDERED AS A STARTING POINT FOR SEDIMENT AND EROSION CONTROLS AND THE CONTRACTOR WILL BE RESPONSIBLE FOR REVISING AND UPDATING EROSION CONTROLS AS SITE CONDITIONS CHANGE DURING THE COURSE OF CONSTRUCTION.

UTILITY CONSTRUCTION NOTES

1. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY NOT INCLUDE ALL UTILITIES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO CALL THE STATE'S UTILITY LOCATE PHONE NUMBER AND COORDINATE FIELD LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO BEGINNING UTILITY CONSTRUCTION ACTIVITIES. DURING CONSTRUCTION CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES WHERE CONFLICTS MIGHT OCCUR WITH PROPOSED UTILITIES. IF A CONFLICT BECOMES APPARENT THE CONTRACTOR SHALL CONTACT ENGINEER FOR DIRECTION. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY ALL THOSE UTILITY COMPANIES WHICH HAVE FACILITIES IN THE NEAR VICINITY OF THE CONSTRUCTION BEING PERFORMED.
2. ALL TRENCHES CROSSING PAVED AREAS OR AREAS TO BE PAVED SHALL BE BACKFILLED FULL DEPTH WITH COMPACTED BEDDING MATERIAL IN CONFORMANCE WITH PROJECT DETAILS AND SPECIFICATIONS.
3. ALL UTILITY CONSTRUCTION AND MATERIALS SHALL BE IN CONFORMANCE WITH CITY AND LOCAL FIRE DEPARTMENT REQUIREMENTS AND STANDARD PLANS AND SPECIFICATIONS.
4. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS NOT OBTAINED BY THE OWNER.
5. INSTALL TRACER WIRE WITH ALL SANITARY SEWER AND POTABLE WATER UTILITIES AS REQUIRED. CONNECT TRACER WIRE TO EXISTING TRACER WIRE AND STUB UP END OF THE TRACER WIRE AT THE ENDS OF RUNS IN ACCORDANCE WITH UTILITY OWNER'S SPECIFICATIONS.
6. ALL HDPE PIPE, JOINTS AND FITTINGS SHALL BE ADS N-12 OR EQUAL. INSTALL PER MANUFACTURER'S SPECIFICATIONS..
7. COORDINATE THE INSTALLATION OF THE STORM SEWER WITH THE INSTALLATION OF THE POTABLE WATER, COMMUNICATION, ELECTRIC AND SANITARY SEWER TO AVOID CONFLICTS.
8. EARTHWORK SHALL BE PLACED TO FINISH GRADE IN THE IMMEDIATE AREA OF UTILITIES PRIOR TO CONSTRUCTION OF UTILITIES TO INSURE PROPER DEPTH OF COVER FOR UTILITIES.
9. ALL MATERIALS TO BE SUPPLIED AND LABOR TO BE DONE BY CONTRACTOR SHALL BE COMPLETED AS A PART OF THIS WORK, UNLESS STATED OTHERWISE.
10. ALL UTILITY SERVICE LINES SHALL BE KEPT IN SERVICE AND PROTECTED DURING CONSTRUCTION OPERATIONS. THE DRAWINGS INDICATE THE LOCATION OF KNOWN EXISTING UTILITY SERVICE LINES AS COULD BE DETERMINED.
11. ANY RELOCATION OF UTILITY SERVICE LINES THAT ARE REQUIRED TO COMPLETE THE PROJECT IS TO BE COMPLETED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE AND IS TO BE CONSIDERED SUBSIDIARY TO OTHER PROJECT COSTS.
12. ALL WATER, SEWER, FIBER OPTIC CABLE, GAS SERVICE AND OTHER UTILITY REQUIREMENTS SHALL BE COORDINATED WITH THE APPROPRIATE LOCAL UTILITY PROVIDERS PRIOR TO INSTALLATION. ALL COSTS ASSOCIATED WITH THE WATER, SEWER, FIBER OPTIC CABLE, GAS SERVICE ENTRANCE AND OTHER UTILITY REQUIREMENTS SHALL BE BORNE BY THE CONTRACTOR, INCLUDING THOSE COSTS, IF ANY, FROM THE LOCAL UTILITY PROVIDERS AND INCLUDE ALL COSTS ASSOCIATED WITH WORK PERFORMED BY THE LOCAL UTILITY PROVIDERS AND CONNECTION FEES INTO THEIR BID.

SITE GRADING NOTES

1. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY NOT INCLUDE ALL UTILITIES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO CALL THE STATE'S UTILITY LOCATE PHONE NUMBER AND COORDINATE FIELD LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO BEGINNING SITE GRADING ACTIVITIES. DURING GRADING ACTIVITIES THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES WHERE CONFLICTS MIGHT OCCUR. IF A CONFLICT BECOMES APPARENT THE CONTRACTOR SHALL CONTACT ENGINEER FOR DIRECTION. PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY ALL THOSE UTILITY COMPANIES WHICH HAVE FACILITIES IN THE NEAR VICINITY OF THE CONSTRUCTION BEING PERFORMED.
2. CONTRACTOR SHALL USE CAUTION AROUND ALL EXISTING UTILITIES LOCATED ON SITE. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIRS OF SUCH STRUCTURES WHEN BROKEN OR OTHERWISE DAMAGED BY CONSTRUCTION.
3. SEDIMENT AND EROSION CONTROLS IN CONFORMANCE WITH THE EROSION CONTROL PLAN AND THE APPLICABLE SPECIFICATIONS SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF SITE GRADING ACTIVITIES.
4. CONTRACTOR SHALL STRIP THE TOPSOIL FROM ALL AREAS TO BE DISTURBED AND STOCKPILE IT IN A LOCATION CHOSEN BY THE OWNER PRIOR TO BEGINNING SITE GRADING. OWNER SHALL BE CONTACTED TO DETERMINE WHAT SHALL BE DONE WITH EXCESS TOPSOIL. PROPER DRAINAGE OF THE STOCKPILES SHALL BE MAINTAINED.
5. THE SUBGRADE FOR THE PROJECT SITE SHALL BE COMPACTED TO 95% STANDARD PROCTOR AS DETERMINED BY ASTM-D698. COMPACTION SHALL BE ACCOMPLISHED AT MOISTURE CONTENTS AS SPECIFIED IN THE GEOTECHNICAL ENGINEER'S REPORT. ALL SOFT AREAS FOUND DURING COMPACTION SHALL BE REMEDIATED IN CONFORMANCE WITH THE GEOTECHNICAL ENGINEERING REPORT, IF AVAILABLE.
6. STONES OR BOULDERS MEASURING GREATER THAN 12" IN ANY DIMENSION SHALL NOT BE PLACED IN THE UPPER 3 FEET OF THE FILL. IN STUMP HOLES, AROUND PIPE AND STRUCTURES AND IN OTHER RESTRICTED AREAS WHERE IT IS NOT PRACTICAL TO USE A ROLLER, THE MATERIAL SHALL BE COMPACTED BY HAND.
7. CONTRACTOR IS RESPONSIBLE FOR ADDRESSING AND CORRECTING UNSUITABLE SOIL CONDITIONS RELATED TO WET SOILS AND OTHER CONDITIONS. THE UNSUITABLE CONDITIONS MUST BE CORRECTED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEERING REPORT, IF AVAILABLE, TO MEET PROJECT NEEDS.
8. CONTRACTOR SHALL NOTIFY THE OWNERS OR THEIR REPRESENTATIVE FOR INSPECTION PRIOR TO PLACEMENT OF CRUSHED STONE BASE AND ALSO PRIOR TO PLACEMENT OF PAVEMENT MATERIALS.
9. THE CONTOURS, SPOT ELEVATIONS AND BUILDING FLOOR ELEVATIONS SHOWN ARE TO FINISH GRADE FOR SURFACE OF PAVEMENT, TOP OF SIDEWALKS AND CURBS, TOP OF FLOOR SLABS ETC. REFER TO TYPICAL SECTIONS FOR PAVING, SLAB AND AGGREGATE BASE THICKNESS TO DEDUCT FOR GRADING LINE ELEVATIONS.
10. CONTRACTOR SHALL FINISH GRADE EARTH SLOPES AS SHOWN TO NO STEEPER THAN 1 FOOT VERTICAL TO 3 FEET HORIZONTAL.
11. CONTRACTOR SHALL GRADE LANDSCAPED AREAS AT A MINIMUM OF 1% TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND SIDEWALKS WHEN FINISH LANDSCAPE MATERIALS ARE IN PLACE.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING ALL EARTHWORK QUANTITIES. CONTRACTOR SHALL PROVIDE ALL WORK AND MATERIALS AS SHOWN ON THE PLANS. NO EXTRA PAYMENT WILL BE MADE FOR OBTAINING FILL MATERIAL FROM OFF-SITE AREAS REQUIRED TO CONSTRUCT FILL TO THE LINES AND GRADES INDICATED ON THE DRAWINGS.
13. NO CLASSIFICATION OF EXCAVATED MATERIALS WILL BE MADE UNLESS OTHERWISE SPECIFIED IN THE PROJECT DOCUMENTS. EXCAVATION WORK SHALL INCLUDE THE REMOVAL AND SUBSEQUENT HANDLING OF ALL MATERIALS EXCAVATED OR OTHERWISE REMOVED FOR THE PERFORMANCE OF THE WORK, REGARDLESS OF TYPE, CHARACTER, COMPOSITION OR CONDITION THEREOF. NO ADDITIONAL PAYMENT WILL BE MADE FOR ROCK EXCAVATIONS UNLESS OTHERWISE SPECIFIED IN THE PROJECT DOCUMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING THE AMOUNT OF ROCK EXCAVATION, IF ANY, TO BE INCLUDED IN HIS BID.
14. ALL DISTURBED AREAS, NOT RECEIVING PERMANENT STABILIZATION, SHALL HAVE 4" OF TOPSOIL REPLACED, TO LEAVE A SMOOTH SEEDBED SUITABLE TO RECEIVE SEED. SURFACE ROCK 1-1/2" OR GREATER IN ANY DIMENSION SHALL BE REMOVED FROM ALL FINISH GRADED AREAS. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SEEDING WORK.
15. THE CONTRACTOR SHALL GRADE ALL AREAS DISTURBED DURING THE COMPLETION OF THIS PROJECT TO PREVENT PONDING OR EROSION ON THIS SITE OR ADJACENT UNDISTURBED AREAS.
16. ALL ITEMS REMOVED SHALL BE DISPOSED OFF SITE BY THE CONTRACTOR IN ACCORDANCE WITH REQUIREMENTS OF LOCAL AUTHORITIES.
17. PRIOR TO MOVING OFF THE PROJECT SITE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO MAKE A FINAL REVIEW OF THE CONSTRUCTION SITE.
18. IN THE EVENT THAT BLASTING IS PERMITTED ON THE PROJECT, THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, APPLICABLE SAFETY CODE REQUIREMENTS AND REGULATIONS RELATIVE TO THE HANDLING, STORAGE AND USE OF EXPLOSIVES AND THE PROTECTION OF LIFE AND PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE CAUSED BY HIS BLASTING OPERATIONS.

SAFETY NOTICE TO CONTRACTOR

1. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
2. THE DUTY OF THE ENGINEER OR OWNER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.

UTILITY DISCLAIMER

1. INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

USE OF CONSTRUCTION DOCUMENTS

1. DRAWINGS AND SPECIFICATIONS ARE PROVIDED AS A SERVICE. DRAWINGS AND SPECIFICATIONS ARE NOT INTENDED FOR USE ON OTHER PROJECTS AT THIS SITE OR OTHER SITES WITHOUT WRITTEN APPROVAL OF THE ENGINEER.
2. DRAWING REPRODUCTION AND SCALING MAY ALTER THE INDICATED GRAPHIC SCALES.

GEOTECHNICAL ENGINEERING REPORT RECOMMENDATIONS

1. A GEOTECHNICAL ENGINEER'S REPORT HAD BEEN COMPLETED BY G2 CONSULTING GROUP, DATED NOVEMBER 13, 2025, FOR THIS SITE. EARTHWORK REQUIREMENTS, AS PRESENTED IN THE PROJECT PLANS AND SPECIFICATIONS, HAVE BEEN DEVELOPED IN CONFORMANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

CITY OF WARRENVILLE EROSION CONTROL NOTES

1. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE SITE IS OTHERWISE DISTURBED. ALL RUNOFF FROM DISTURBED AREAS SHALL BE FILTERED BY SILT FENCE. IN ADDITION TO SILT FENCE, DISTURBED AREAS DRAINED MORE THAN ONE ACRE BUT FEWER THAN FIVE ACRES SHALL INCORPORATE A TEMPORARY SEDIMENT TRAP AT THE OUTFALL AND DISTURBED AREAS DRAINING MORE THE FIVE ACRES SHALL INCORPORATE TEMPORARY SEDIMENT BASIN AT THE OUTFALL.
2. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, IT SHALL BE SURROUNDED BY SILT FENCE. IF A STOCKPILE IS TO REMAIN IN PLACE OR MORE THAN 7 DAYS, IT SHALL BE PROTECTED WITH TEMPORARY SEEDING.
3. ALL FLARED END SECTIONS SHALL BE PROTECTED BY SEDIMENT TRAPS AND/OR PERFORATED RISER PIPES UNTIL GROUND COVER HAD BEEN ESTABLISHED. FILTER FABRI

CITY OF WARRENVILLE STANDARD SPECIFICATIONS

WATER MAIN, SANITARY SEWER AND STORM SEWER

WATER MAIN

1. All open cut water main shall be polyvinyl chloride plastic (PVC) pressure pipe per AWWA specification C-900, Class 150 (DR-18). The above pipe and fittings shall be furnished with elastomeric gasket joints conforming to ASTM F477. Trench Backfill shall be utilized to twelve inches (12") above the top of the PVC water main.
2. All water main installed by horizontal directional drilling shall be PVC per AWWA specification C-900 with CertaLok joints. Assembly and installation of pipe shall be in accordance with the manufacturer's instructions. All material specifications shall be submitted to the City and approved prior to installation.
3. Copper clad steel (SSC) blue tracer wire shall be installed directly over the center of the water main in the trench with a maximum separation of four inches (4") above the pipe. The tracer wire will be installed with the water main and attached to all in-line valves, hydrant valves, hydrants and service lines to insure signal conductivity along all portions of the new main. Connections shall be DryConn 3-way Direct Bury Lug OR Copperhead Mainline-to-Service Connector 3WB-01.
    a. For open trench, a Copperhead High Strength 1230 wire shall be used.
    b. For directional boring, a Copperhead Extra High Strength 1245 shall be used.
    c. For pipe bursting, a Copperhead SoloShot Xtreme Strength 7x7 stranded PBX-50 shall be used.
    d. For fire hydrants, tracer wire shall terminate at trace wire access box. Copperhead T3-75-F shall be used.
4. Fittings shall be ductile iron, 250 psi pressure rating, cement mortar lined with restrained push-on joint or mechanical joint with MEGALUG retainer glands, or approved equal.
5. Water Main Bolts shall be stainless steel ASTM 304.
6. Restrained Joints - All fittings shall have restrained joints. All water main piping in casing shall have restrained joints. Restrained joints shall be push joint with a field lock gasket or a mechanical joint with MEGALUG retainer glands, or approved equal. All bends, tees, and dead end piping must be restrained a minimum of 24' in both directions of the fitting. Thrust cement blocking of all fittings, hydrants, and dead end piping is required.
7. Pressure connections - Pressure tapping sleeves shall be all stainless steel.
8. All valves shall be resilient wedge gate valves installed in a precast concrete vault. Valves shall be Mueller, Waterous, or Clow manufacture. All bolts shall be stainless steel.

9. Valve vaults shall be pre-cast concrete units. For water mains 8-inch diameter or less, the vault shall be 48-inch inside diameter. For water mains 10-inch diameter and greater, the vault shall be 60-inch inside diameter.
10. Frames and lids shall conform to Neenah Foundry R-1713 or approved equal and the word "WATER" shall be cast in the cover.
11. Casing - Spacers All joints within the casing shall be restrained. Spacers shall be installed on all pipe in casing. Spacers shall be bolt on style with a shell made in two sections of heavy t-304 stainless steel. Casing shall be filled with pea gravel or sand and sealed at both ends.
12. All ductile iron pipes and fittings are required to be encased in 8-mil polyethylene conforming to AWWA C-105.
13. It shall be the responsibility of the contractor to obtain and supply certification for all materials. Shop drawings shall be submitted to and approved by the City before installation.
14. Depth of bury for water main to be 5'-6" (minimum).
15. Installation shall conform to "Standard Specifications for Water and Sewer Main Construction in Illinois" latest edition.

FIRE HYDRANTS

1. Hydrant shall be FM approved and UL listed, shall conform to AWWA C-502, and shall have breakaway safety flanges.
2. Hydrants shall be Mueller Centurion, Waterous WB67-250, or Clow Medallion.
3. All bolts shall be stainless steel from and including the breakaway flange to the inlet on the hydrant shoe.
4. All hydrants shall have a bronze cross arm / top plate.
5. Connecting piping shall be six-inch (6") diameter shall be polyvinyl chloride plastic (PVC) pressure pipe per AWWA specification C-900, Class 150 (DR-18). The above pipe and fittings shall be furnished with elastomeric gasket joints conforming to ASTM F477.
6. Main Valve opening shall be five and one quarter inch (5-1/4") in diameter, compression type, with a brass drain valve.
7. Nozzles shall have threaded male ends conforming to "American National Standard Fire Hose Connection Screw Threads. The hydrant shall have two nozzles of 63 mm which are 2-1/2" and one pumper nozzle of 114 mm (4-1/2") with caps and chains.
8. Hydrants shall have a minimum working pressure of 175 psi.
9. Hydrants shall open in a counter-clockwise direction, as indicated by an arrow and the word "OPEN" on the dome.
10. Hydrants shall be painted a high visibility red, factory applied paint. Hydrants shall have a six-inch (6") auxiliary valve with box on the inlet piping. Valve shall meet water main piping specifications for the City of Warrenville. Auxiliary valve attached to hydrant shall have stainless steel bolts at the flange inlet.
11. Connection of six-inch (6") piping shall be restrained joints from the tee at the water main to the inlet of the hydrant with field lock gaskets for push joint and MEGALUG retainer glands, or approved equal for mechanical joint.

WATER SERVICES

1. For water services 2-inch diameter and less shall be Type "K" copper OR ADS potable water service tubing (CTS) pipe SDR 9. Pipe requirements of ASTM D2737, AWWA C901 and NSF Standard 14 and 61. Pipe dimensions shall meet Copper Tubing Size (CTS) standards. Minimum service size of one-inch (1") diameter. Non-copper services will require copper clad steel (SSC) blue tracer wire. See Watermain specifications for types.
2. Brass shall be AY McDonald (preferred), Mueller or Ford. All brass is to have compression fittings. Compression fittings must be of the stainless full circle ring retainage. No set screws are allowed. Flair fitting are NOT acceptable.
3. B-Boxes shall be of the arch pattern design with a telescoping one and one quarter-inch (1-1/4") iron pipe upper section, pentagon nut access, enlarged base for 1-1/2" roundways and larger, manufactured in the USA.
4. Tapping saddle at minimum shall be epoxy coated ductile with two stainless steel bands. All stainless steel saddles are acceptable. Manufactured in USA.
5. All repair clamps shall be full circle stainless steel.
6. Depth of bury for water services to be 5'-6" (minimum) to 6'-6" (maximum).

SANITARY SEWER

1. All sanitary sewer, sanitary sewer service pipe and associated fittings shall be SDR 26 ASTM D-2241 with ASTM D-3139 pressure rated joints or equivalent.
2. Sanitary sewer services shall be a minimum of six inches (6") in diameter. Cleanout should be provided (preferred outside of home).
3. A minimum of six inches (6") of crushed stone bedding shall be installed below sewer pipes. A minimum of twelve inches (12") of crushed stone cover shall be installed above sewer pipes.
4. All sanitary sewers shall be air tested, mandrel tested, and televised, including private commercial lines from the inspection manhole to the public sanitary sewer. Copies of video documentation and reports shall be provided to the City.
5. Newly constructed sanitary manholes shall be vacuum tested for leakage. Manhole frame and adjusting rings shall be installed prior to vacuum testing. Leaks shall be repaired from the exterior of the manhole.
6. Sanitary sewer manholes shall have openings for pipe connections precast into the wall of the structure. Kor-N-Seal, or other approved equal watertight flexible rubber coupling conforming to ASTM C-923 with stainless steel bands shall be provided at each pipe connection.

7. When connecting to an existing manhole, the hole must be cored and a Kor-N-Seal, or other approved equal watertight flexible rubber coupling conforming to ASTM C-923 with stainless steel bands shall be provided. A new flow line shall be cored through the existing bench or the existing bench shall be removed and repoured if necessary. The internal connection shall be dressed up with non-shrink grout of the strength and water-tightness quality as specified in the ASTM standards
8. When connecting a new sanitary service to an existing sanitary sewer main without an existing wye, contact Public Works to determine which one of the two following methods shall be used:
    a. A section of the main shall be cut out to install a new wye. Connection between the existing sanitary sewer and the new wye shall be made with non-shear mission couplings with two stainless steel bands to a point where the coupling cannot shift.
    b. Core the existing main and make the connection with an INSERTA TEE connection or an approved equal
9. Sanitary manholes shall be pre-cast concrete units. For sanitary sewers eighteen inches (18") or less, the manhole shall be forty-eight inches (48") inside diameter. For sanitary sewers twenty-one inches (21") diameter or larger, the manhole shall be sixty inches (60") inside diameter.
10. Frames shall conform to Neenah Foundry R-1772-C, East Jordan 1020 or approved equal. Frames shall be set in butyl rope. Lids shall be solid with a self-sealing watertight gasket and concealed pickhole. The word "Sanitary" shall be cast onto the lid. Any manhole within a floodplain shall have a watertight, boltdown frame and lid, Neenah R-1916-F or approved equal.
11. A maximum of eight inches (8") of adjusting rings is permitted. A maximum of two (2) rings is permitted. For manholes located in paved areas adjusting rings shall be precast concrete and set in butyl rope. For manholes located in landscaped areas adjusting rings shall be Cretex Pro-Ring foam (34" O.D. x 24" I.D.) adjoined with Chemlink M-1 universal adhesive and sealant or other approved adhesive or sealant.
12. All commercial and industrial buildings shall have an inspection manhole.
13. Manhole sections shall be sealed with a double layer of butyl rope. Exterior joints between manhole sections shall be sealed with a 6"-9" wide band of rubber and mastic conforming to ASTM C-877.
14. Sanitary manholes shall have a poured concrete bench.
15. Plastic steps, spaced 1'-4" O.C., shall be installed in manholes unless specifically prohibited.
16. Adaptor-Seal, Infi-Shield, Canusa (Wrapid Seal) or approved equal external chimney seals are required for all frames and adjusting rings. A three inch (3") monolithic "lip" shall be provided at the top cone section to facilitate installation of the external chimney seal. Installation of all chimney seals should be observed by the City prior to backfilling.
17. No ground water will be allowed to enter the sanitary sewer during or after construction.

STORM SEWER

1. All storm sewers 18-inch diameter and less shall be PVC SDR26 with pipes and fittings meeting ASTM D-3034.
2. All RCP storm sewers shall be installed with rubber gasket joints.
3. The minimum storm sewer size allowed in the public right-of-way will be 10-inch diameter unless conditions warrant a smaller size.

4. On private property, storm sewer installed to drain an existing depressional area shall generally be six-inch or eight-inch (6" or 8") diameter, unless a larger size is supported by calculations.
5. Storm manholes and catch basins shall be pre-cast concrete units. For storm sewers 21-inch diameter or less, the manhole shall be 48-inch inside diameter. For storm sewers 24-inch through 42-inch diameter, the manhole shall be 60-inch inside diameter. For storm sewers 48-inch diameter and larger, the manhole shall be 72-inch inside diameter.
6. Rings / steps shall be installed in manholes unless specifically prohibited.
7. The minimum size structure shall be a 2-foot diameter precast concrete inlet, unless conditions warrant a different structure.
8. Frames and lids shall conform to Neenah Foundry R-1713 or approved equal and the word "STORM" shall be cast in the cover.
9. Allowable curb and parkway castings for inlets and catch basins:
    a. When a barrier curb is present, use a Neenah R-3275 frame and grate (for B-6.12 curb and gutter, widen gutter section to accommodate larger grate).
    b. For some slope conditions when a barrier type curb is present, a Neenah R-3065-L frame and grate may be used (for B-6.12 curb and gutter, widen gutter section to accommodate larger grate).
    c. When roll curb is present, use a Neenah R-3501-P frame and grate.
    d. In lawn areas, use beehive type grate, Neenah R-4340-B.
    e. In lawn areas where a lot of trees are present, in public right-of-way and in ditches, use stool type grate, Neenah R-4342.
    f. When applicable in parking lots or lawn areas, use round grate Neenah R-2502-A.

Round grates will not be allowed in the street. Equivalent substitutions may be permitted, if approved by Public Works.

7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

FIRM LICENSE NO. 63620661

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:
02-09-2026 BID SET

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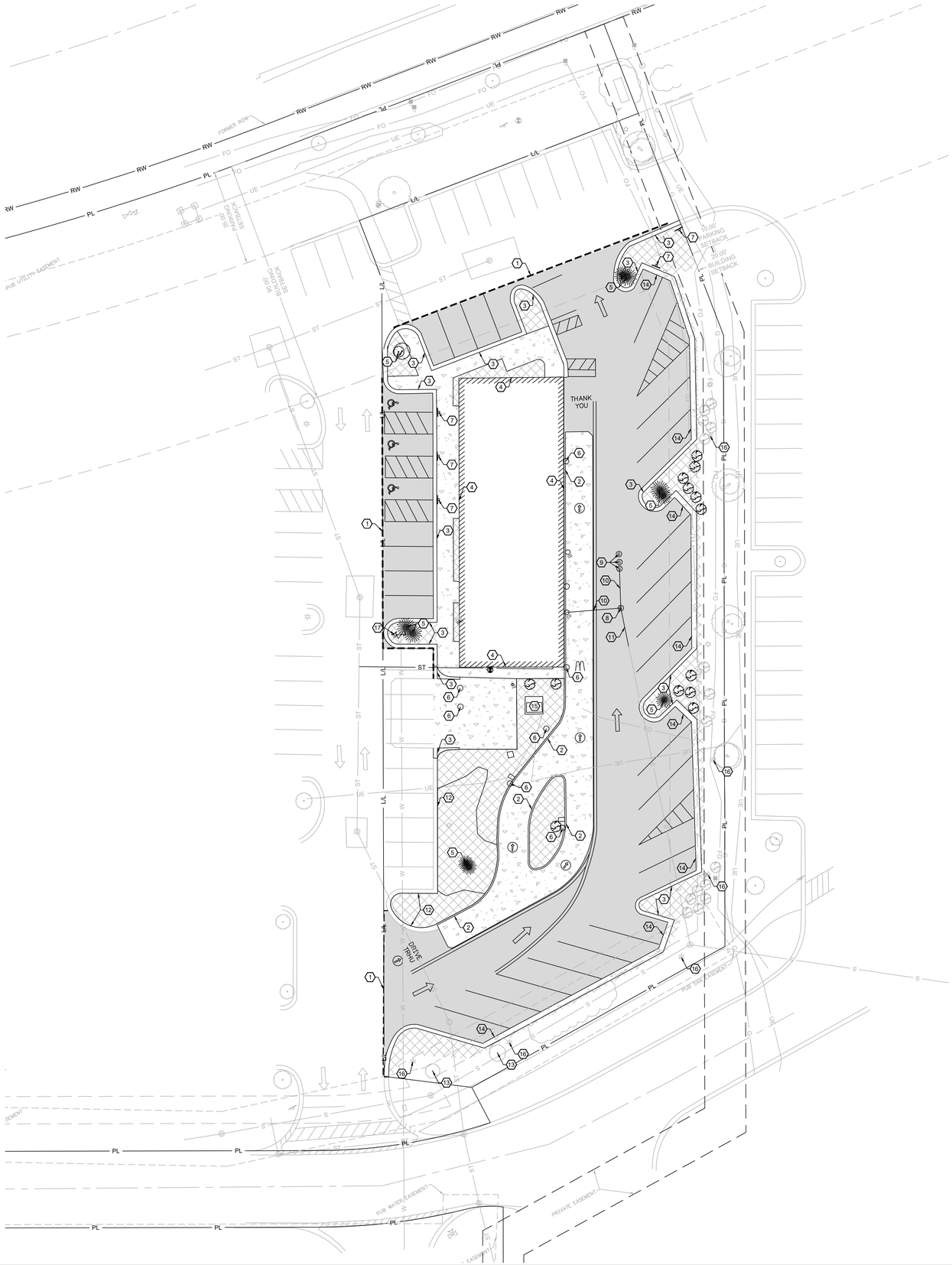
C0.2
CITY NOTES
DATE: FEBRUARY 9, 2026



HATCH LEGEND:

= REMOVE 14,200 S.F. ± OF ASPHALT PAVEMENT.

= REMOVE 5,614 S.F. ± OF CONCRETE AREA.

= REMOVE 4,560 S.F. ± OF LANDSCAPE AREA.

KEY NOTES:

1. SAW CUT CLEAN EDGE FOR PAVEMENT REMOVAL. PROTECT EDGE OF PAVEMENT DURING CONSTRUCTION.
2. REMOVE 587 L.F. ± OF CONCRETE CURB.
3. REMOVE 461 L.F. ± OF CONCRETE CURB AND GUTTER.
4. REMOVE BUILDING, BUILDING FOUNDATION, UTILITIES ASSOCIATED WITH THE BUILDING AND ANY UNSUITABLE MATERIALS UNDER THE BUILDING STRUCTURE. CONTRACTOR TO TO REMOVE EXISTING MATERIALS AND REPLACE WITH COMPACTED SUITABLE MATERIALS IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
5. REMOVE TREE.
6. REMOVE BOLLARDS, TYPICAL.
7. REMOVE SIGN, POST, AND FOUNDATION.
8. REMOVE SANITARY SEWER MANHOLE.
9. REMOVE GREASE INTERCEPTOR.
10. REMOVE PVC SEWER LINE.
11. REMOVE 14 L.F. ± OF PVC SEWER LINE FROM EXISTING MANHOLE.
12. EXISTING CURB AND GUTTER TO REMAIN.
13. EXISTING TREE, DO NOT DISTURB.
14. REMOVE 287 L.F. ± OF CONCRETE WALK.
15. EXISTING TRANSFORMER WITH CONCRETE BASE. REMOVE AND RELOCATE, SEE SHEET C4.1.
16. EXISTING LIGHT POLE, DO NOT DISTURB.
17. EXISTING FIRE HYDRANT TO BE DISCONNECTED AND RELOCATED. SEE SHEET C4.1 FOR RELOCATION.

N

0 10 20

H. SCALE: 1" = 20'

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7 BREW COFFEE
DRIVE THRU

FIRM LICENSE NO. 63620661

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

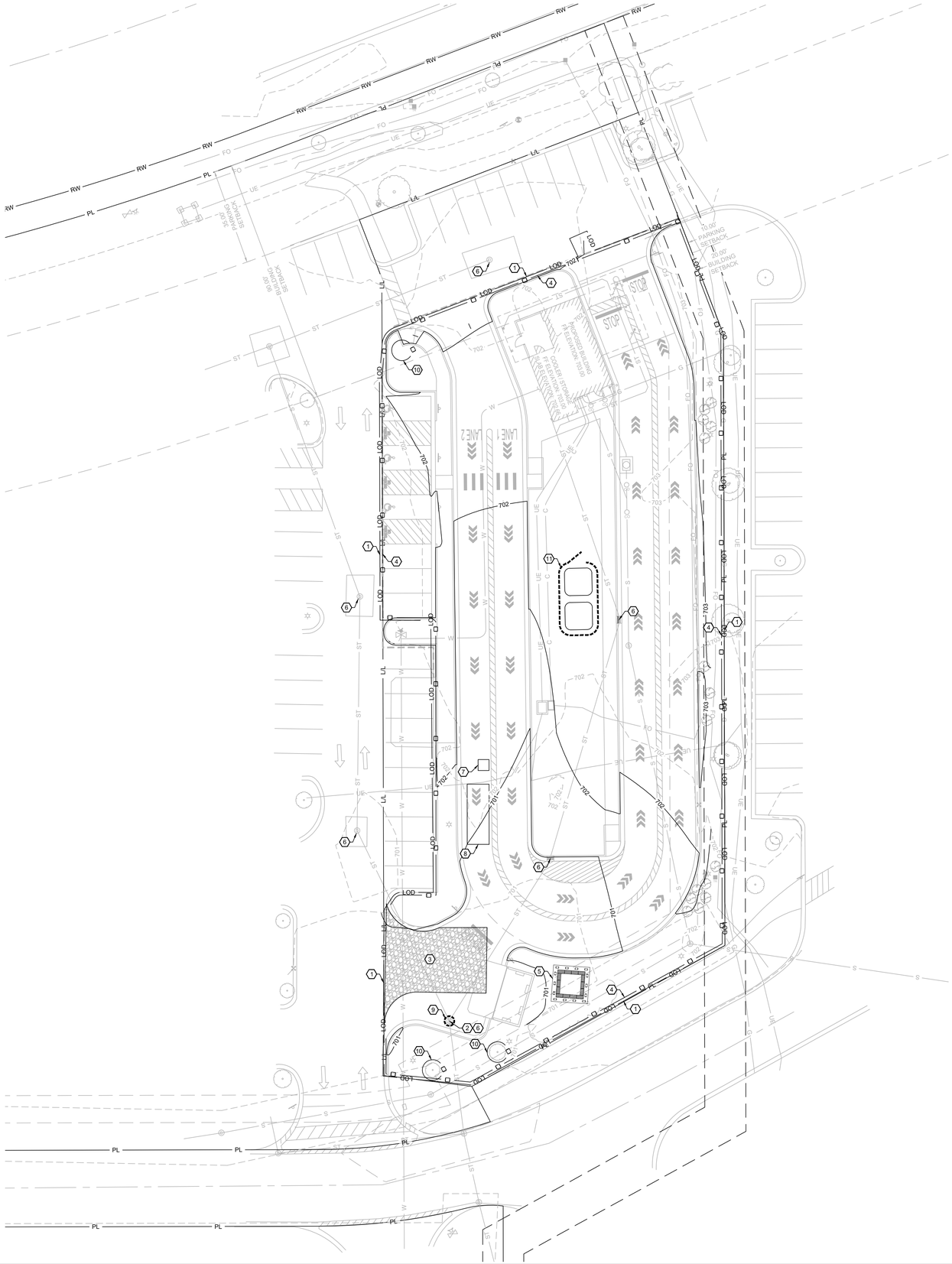
PROJECT NUMBER: 104.094
REVISION:

02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

C1.1
DEMOLITION PLAN

DATE: FEBRUARY 9, 2026



H. SCALE: 1" = 20'

KEY NOTES:

1. LIMITS OF DISTURBANCE = 0.75 ACRES.
2. PROPOSED OUTFALL.
3. TEMPORARY CONSTRUCTION ENTRANCE PER DETAIL 1.01, SHEET C7.1.
4. 771 L.F. ± OF SILT FENCE PER DETAIL 1.08, SHEET C7.1.
5. CONCRETE WASHOUT PER DETAIL 1.03, SHEET C7.1. SHOWN LOCATION IS APPROXIMATE.
6. INLET PROTECTION BAG/FILTER PER DETAIL IUM-561D, SHEET C7.2.
7. PORTABLE RESTROOM. SHOWN LOCATION IS APPROXIMATE.
8. ROLL-OFF DUMPSTER. SHOWN LOCATION IS APPROXIMATE.
9. 12 L.F. ± OF COMPOST FILTER SOCK AROUND AREA INLET, PER STORM INLET PROTECTION DETAIL 1.06, SHEET C7.1.
10. EXISTING TREE TO REMAIN, PROTECT PER DETAIL 1.05, SHEET C7.1.
11. SOIL STOCKPILES. PROTECT STOCKPILES WITH COMPOST FILTER SOCK. SHOWN LOCATION IS APPROXIMATE.

PHASING TABLE:

PHASE	CONSTRUCTION ACTIVITIES	BEST MANAGEMENT PRACTICES INSTALLED
PHASE 1 (PRE - CONSTRUCTION)	INSTALLATION OF PRE-CON BMP'S	~ TREE PROTECTION ~ CONSTRUCTION ENTRANCE ~ PERIMETER CONTROL (SILT FENCE)
PHASE 2	CLEARING	~ RETAIN TOPSOIL ~ STOCK PILE PROTECTION ~ DUST CONTROL
PHASE 3	CONSTRUCTION	~ CONCRETE WASHOUT PIT ~ CONSTRUCTION ENTRANCE ~ TEMPORARY SEEDING
PHASE 4 (FINAL STABILIZATION)	FINAL STABILIZATION OF ALL DISTURBED AREAS	~ HYDROSEED ~ SEED / STRAW

7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

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LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094

REVISION:

02-09-2026 BID SET

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WARRENVILLE, IL 01
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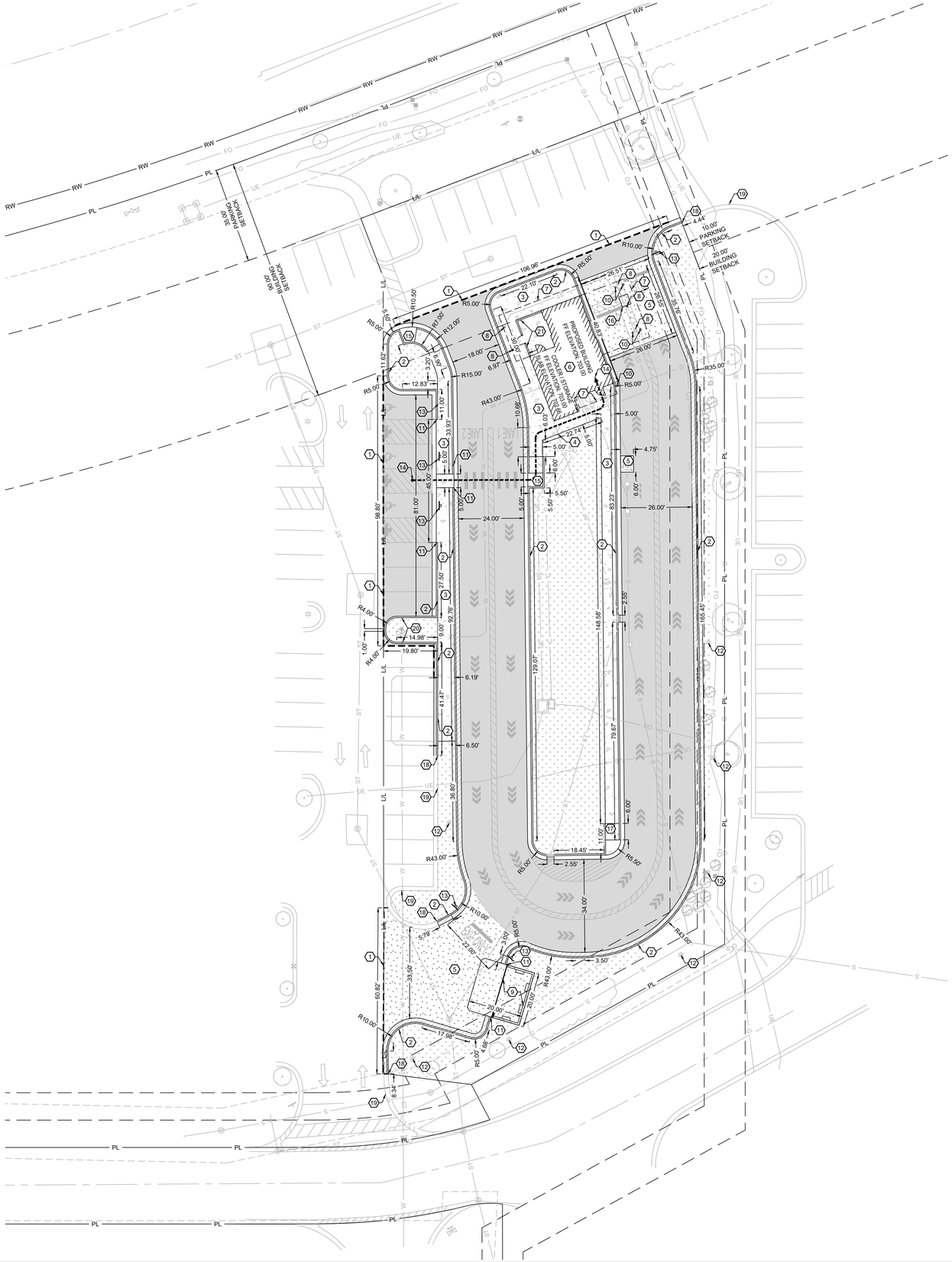
C1.2

EROSION CONTROL PLAN

DATE: FEBRUARY 9, 2026



HATCH LEGEND:

- = ASPHALT PAVEMENT PER DETAIL 2.06, SHEET C7.1.
- = SPILL CURB PER DETAIL 2.01, SHEET C7.1.
- = CONCRETE SIDEWALK PER SIDEWALK DETAIL 2.02, SHEET C7.1.
- = CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAIL 2.03 AND 2.08, SHEET C7.1.
- = LANDSCAPE AREA REFER TO LANDSCAPE PLAN.

KEY NOTES:

1. MATCH EXISTING PAVEMENT.
2. CONCRETE CURB & GUTTER PER DETAIL 2.01, SHEET C7.1.
3. SIDEWALK PER DETAIL 2.02, SHEET C7.1.
4. EDGE OF CONCRETE SLAB TO BE THICKENED CONCRETE PER STOOP/WALK EDGE DETAIL 2.04, SHEET C7.1.
5. CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAILS 2.03 & 2.08, SHEET C7.1.
6. COOLER. INSTALLED ON 4" RECESSED CONCRETE PAD WITH THICKENED EDGE PER STRUCTURAL PLANS.
7. BUILDING CANOPY OUTLINE.
8. CANOPY COLUMN LOCATION, TYPICAL.
9. TRASH ENCLOSURE AND GATE, PER ARCHITECTURAL PLANS.
10. 3' PIPE BOLLARD, TYPICAL PER DETAIL 2.10, SHEET C7.1.
11. CURB TRANSITION PER DETAIL 2.15, SHEET C7.1.
12. EXISTING LIGHT POLE, TO REMAIN.
13. SIGN, SEE SHEET C6.1.
14. ACCESSIBLE PATH FROM PARKING TO BUILDING.
15. MODIFIED TYPE 2 ADA CURB RAMP PER DETAIL 2.12, SHEET C7.1.
16. CANVAS CRAFT WARMING HUT, PER ARCHITECTURAL PLANS.
17. TYPE 4 ADA CURB RAMP PER DETAIL 2.14, SHEET C7.1.
18. CONNECT TO EXISTING CURB.
19. EXISTING CURB AND GUTTER, DO NOT DISTURB.
20. CONCRETE CURB PER DETAIL 2.20, SHEET C7.1.
21. SITE SCREEN WALL. SEE ARCHITECTURAL PLANS.

PROPOSED USE:

RESTAURANT WITH DRIVE THRU.

ZONING:

ZONING DISTRICT: S-D SPECIAL DEVELOPMENT DISTRICT - COMMERCIAL CENTER USE AREA

PARKING REQUIREMENTS: DRIVE THROUGH FACILITY

REQUIRED: 5 PER 1000 S.F. OF FLOOR AREA = 5 STALLS REQUIRED.

PROVIDED: 26 STALLS, 23 STANDARD AND 3 ADA.

DRIVE-TRHU QUEUE STACKING REQUIREMENTS:

REQUIRED: 20 STACKING SPACES.

PROVIDED: 48 STACKING SPACES.

BUILDING AND LOT DATA:

PROJECT FOOTPRINT	34,438 S.F.	=	0.79 ACRES
PROPOSED BUILDING (1 STORY) - RETAIL		=	748 S.F.
CONSTRUCTION TYPE: V-B			

QUANTITIES:

CURB & GUTTER	= ±	1,260 L.F.
ASPHALT PAVEMENT	= ±	13,619 S.F.
7-INCH CONCRETE PAVEMENT	= ±	2,733 S.F.
4-INCH CONCRETE SIDEWALK	= ±	2,835 S.F.
LANDSCAPING	= ±	6,718 S.F.

STORMWATER NOTES:

PRE-PROJECT IMPERVIOUS AREA	= ±	30,768 S.F.
PRE-PROJECT PERVIOUS AREA	= ±	8,353 S.F.
TOTAL	= ±	39,121 S.F.
POST-PROJECT IMPERVIOUS AREA	= ±	28,485 S.F.
POST-PROJECT PERVIOUS AREA	= ±	10,636 S.F.
TOTAL	= ±	39,121 S.F.

NET REDUCTION IN IMPERVIOUS AREA = ± 2,283 S.F.

NOTES:

IMPERVIOUS AND PERVIOUS SURFACE CALCULATIONS ARE BOUNDED BY PROPERTY LOT LEASE LINES.

H. SCALE: 1" = 20'

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7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

ENGINEER OF RECORD:

NAME: MATTHEW STEVEN MILLER

LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094

REVISION:

02-09-2026 BID SET

7 BREW COFFEE
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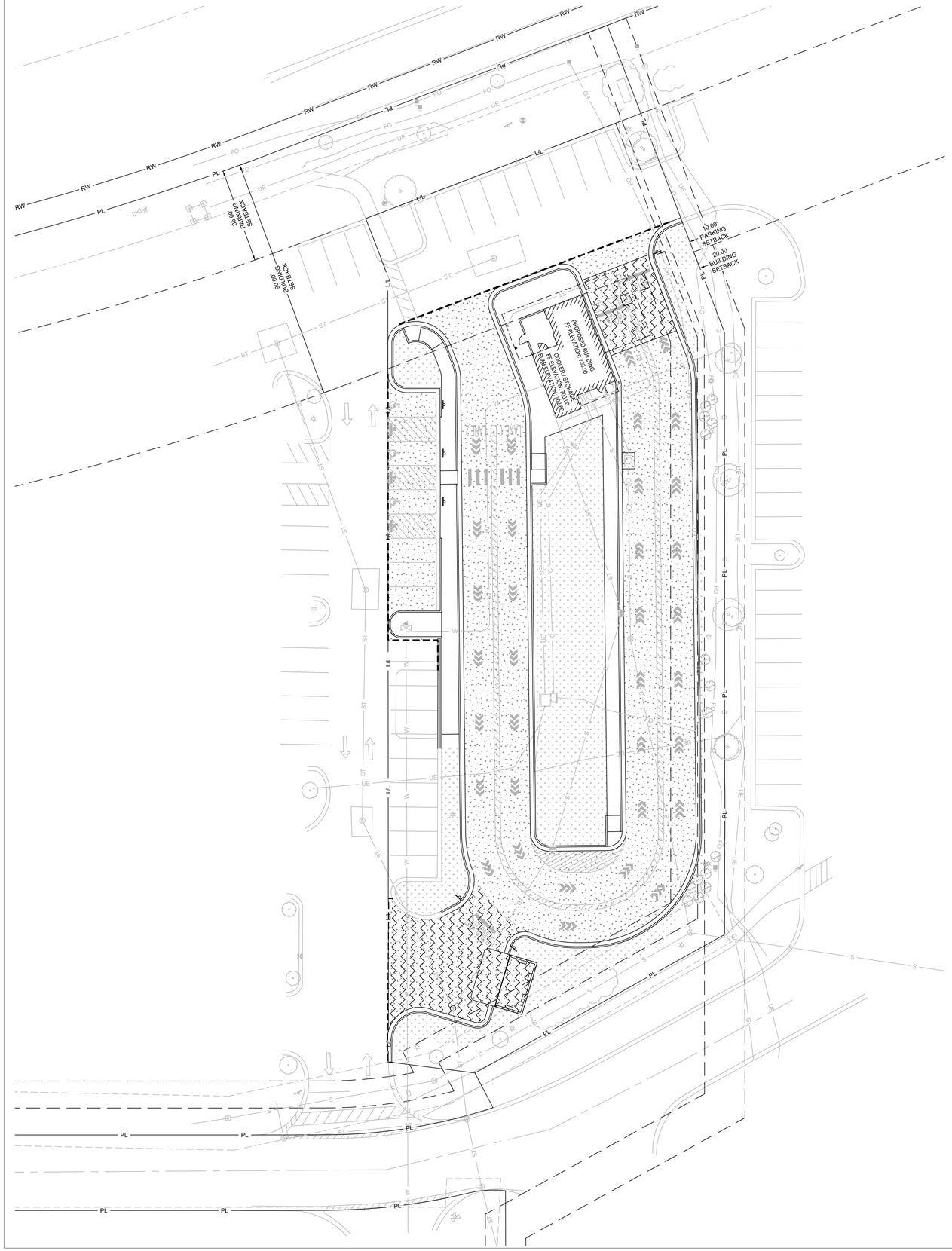
28231 DIEHL RD
WARRENVILLE, IL 60555

C2.1

SITE PLAN

DATE: FEBRUARY 9, 2026



HATCH LEGEND:

= CONCRETE SIDEWALK PER DETAIL 2.02, SHEET C7.1.
318 SY

= LIGHT DUTY CONCRETE PAVEMENT PER DETAIL 2.03 AND 2.07, SHEET C7.1.
1,539 SY

= HEAVY DUTY CONCRETE PAVEMENT PER DETAIL 2.03 AND 2.08, SHEET C7.1.
301 SY

= LANDSCAPE AREA.
REFER TO LANDSCAPE PLAN.

0 10 20
H. SCALE: 1" = 20'

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REVISION:

02-09-2026 BID SET

7 BREW COFFEE
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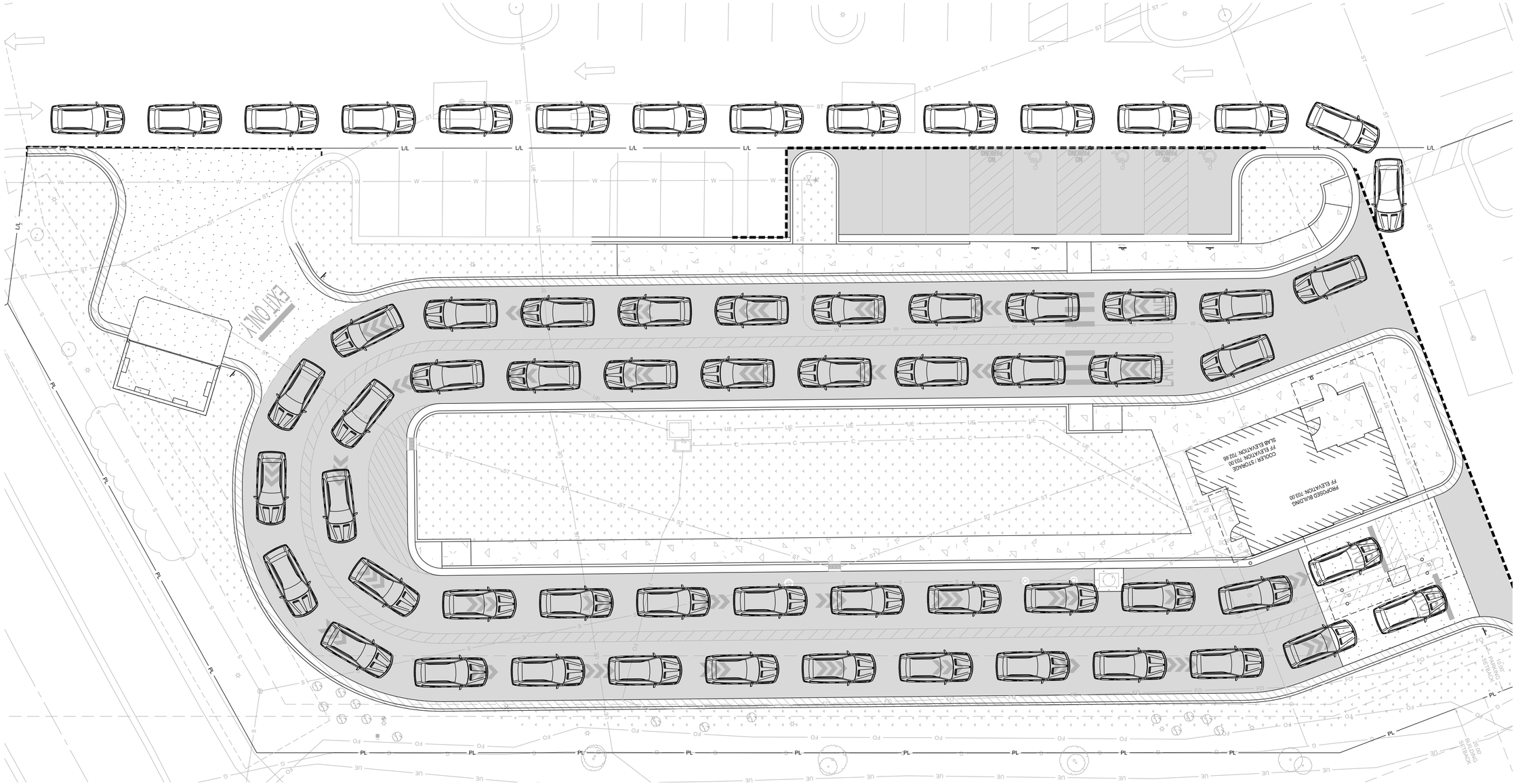
C2.2
CONCRETE ALTERNATE PLAN

DATE: FEBRUARY 9, 2026



HATCH LEGEND:

- = ASPHALT PAVEMENT
- = SPILL CURB
- = CONCRETE SIDEWALK
- = CONCRETE PAVEMENT
- = LANDSCAPE AREA

PARKING:

PROVIDED: 16 STALLS, 13 STANDARD AND 3 ADA.

DRIVE-THRU QUEUE STACKING:

STACKING PROVIDED IN LANE 1 AND 2 = 45 VEHICLES
OVERFLOW STACKING PROVIDED = 18 VEHICLES
TOTAL STACKING AVAILABLE = 63 VEHICLES
STACKING REQUIRED PER TRAFFIC STUDY = 37 VEHICLES

0 5 10
H. SCALE: 1" = 10'

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LICENSE NO. IL #PE 062 065164

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REVISION:

02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
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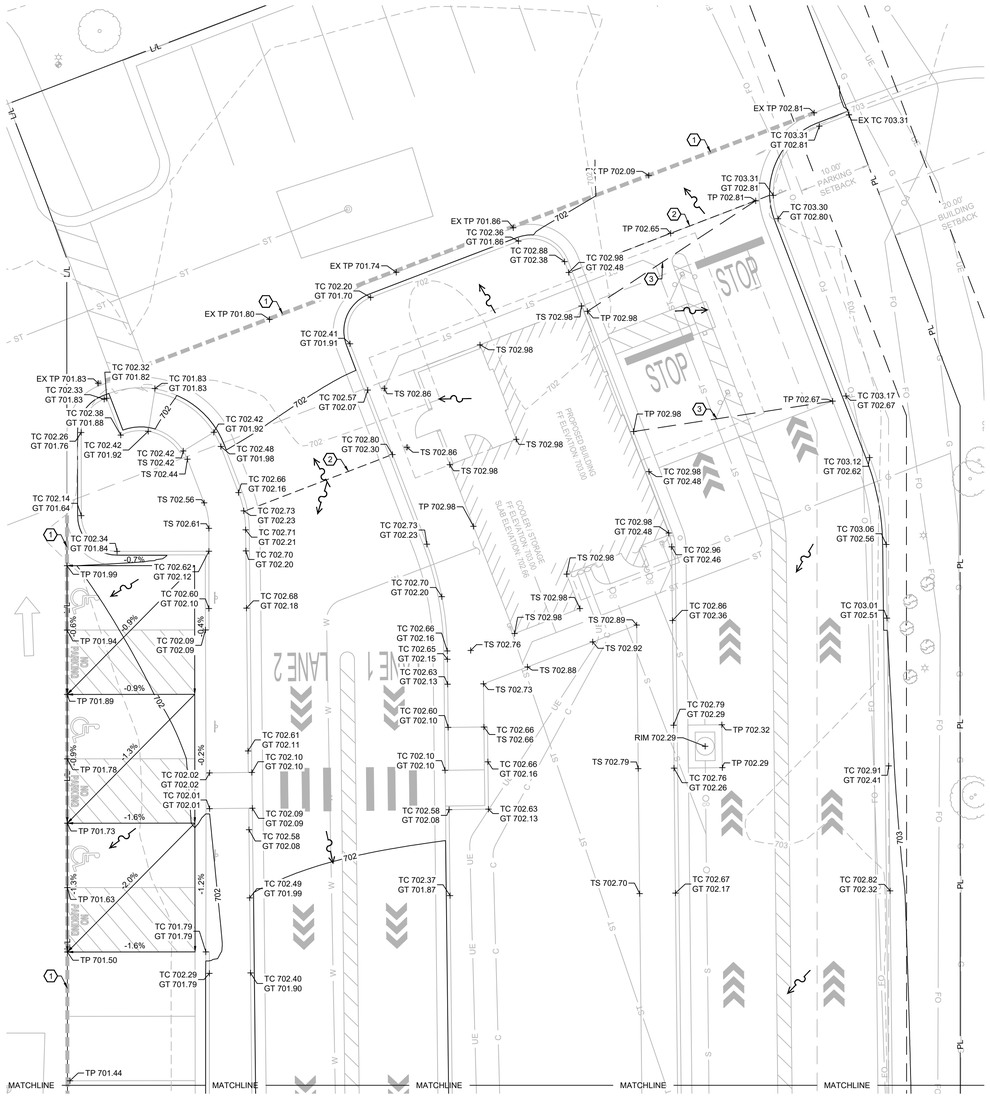
WARRENVILLE, IL 60555

C2.3

OVERFLOW STACKING EXHIBIT

DATE: FEBRUARY 9, 2026



KEY NOTES:

1. MATCH EXISTING ELEVATION.
2. HIGH POINT IN PAVEMENT.
3. CENTERLINE OF GRADE BREAK IN PAVEMENT.

ABBREVIATIONS:

FES	FLARED END SECTION
FL	FLOW LINE
GT	GUTTER
INV	INVERT
R/W	RIGHT-OF-WAY
SC	SPILL CURB
TC	TOP OF CURB
TG	TOP OF GROUND
TP	TOP OF PAVEMENT
TS	TOP OF SIDEWALK
TW	TOP OF WALL
BW	BOTTOM OF WALL
EX TC	EXISTING TOP OF CURB
EX TP	EXISTING TOP OF PAVEMENT
EX TS	EXISTING TOP OF SIDEWALK
~→	DIRECTION OF SHEET FLOW

N

0 5 10

H. SCALE: 1" = 10'

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DRIVE THRU

FIRM LICENSE NO. 63620661

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LICENSE NO. IL #PE 062 065164

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REVISION:

02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
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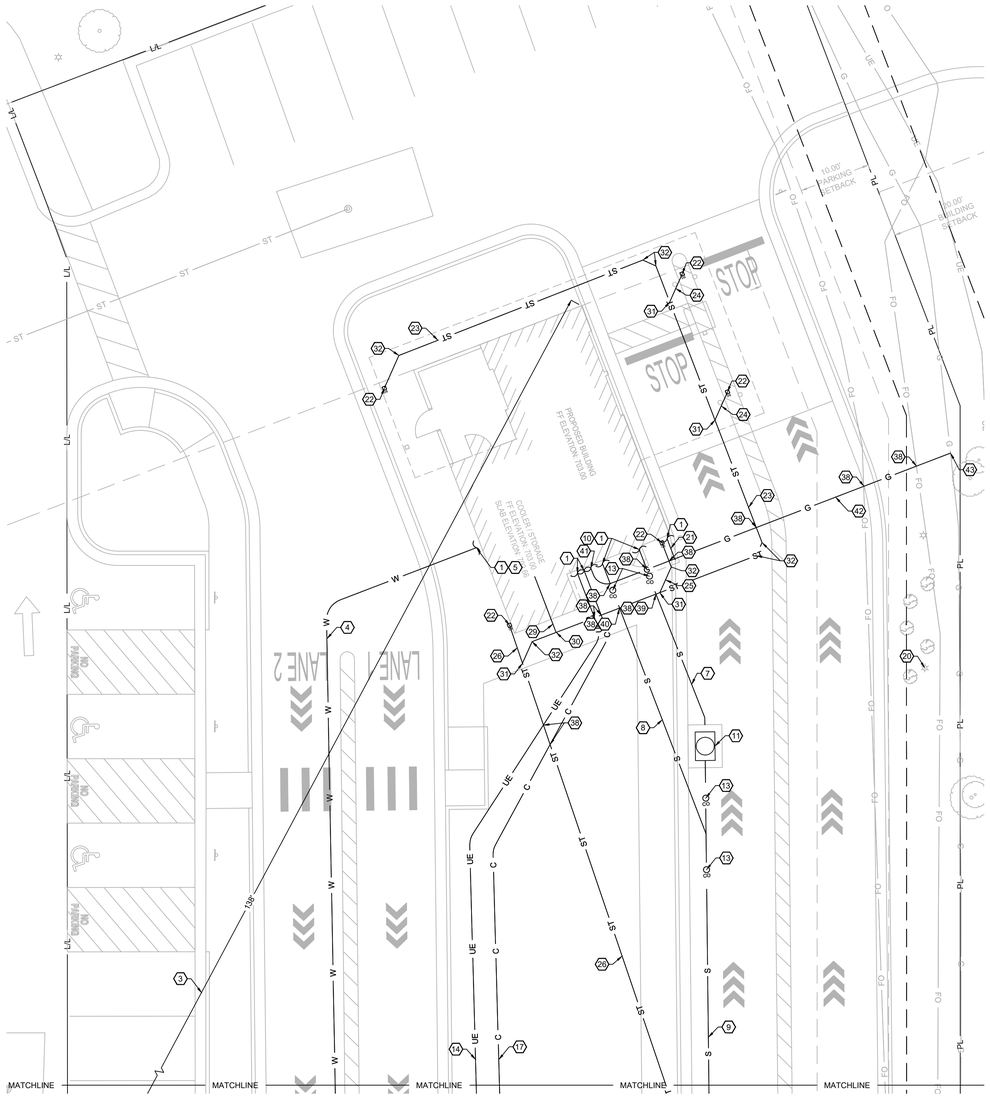
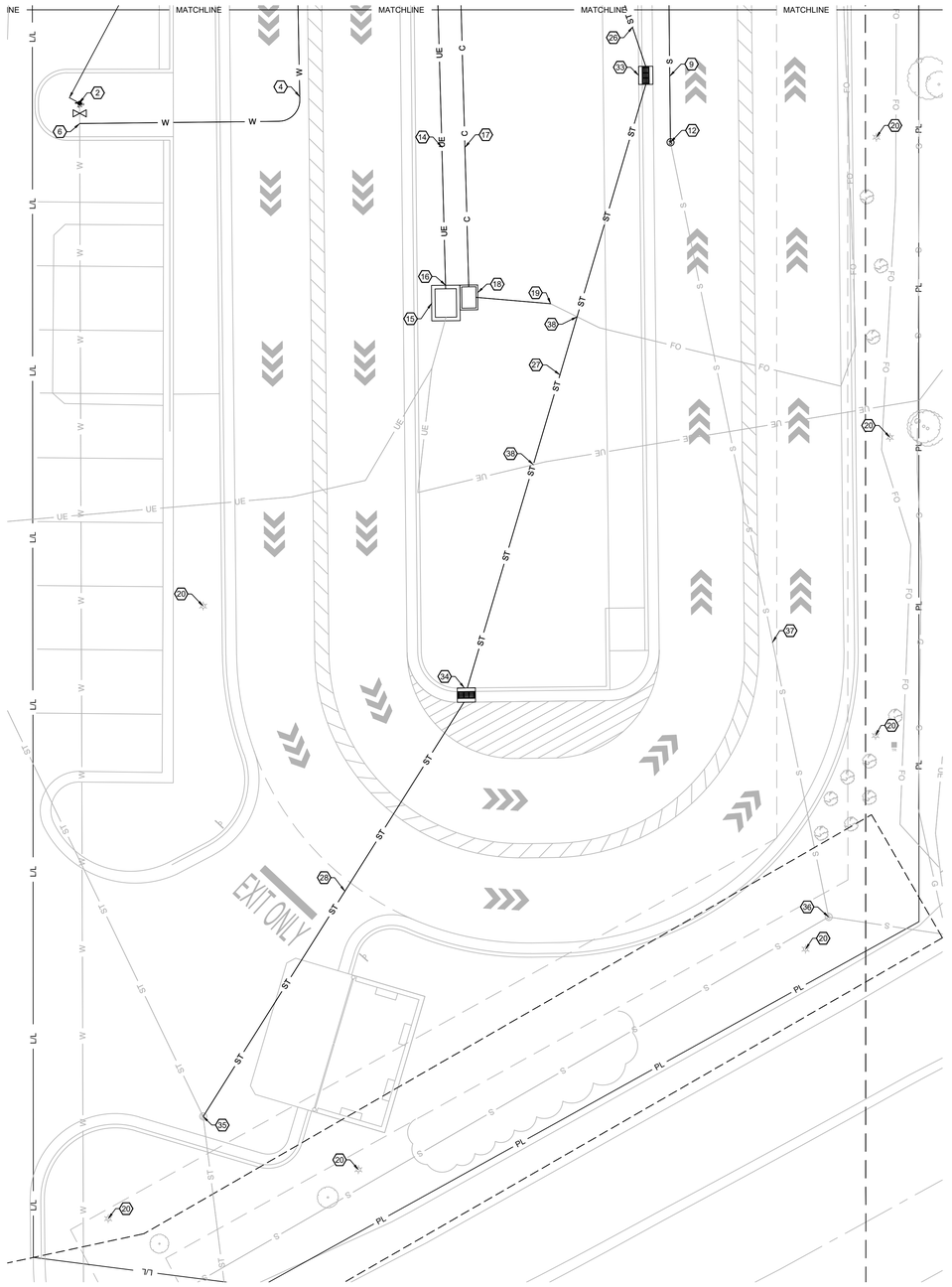
WARRENVILLE, IL 60555

C3.1
GRADING PLAN

DATE: FEBRUARY 9, 2026





KEY NOTES:

1. CONTINUATION OF UTILITY TO BUILDING.
2. RELOCATE EXISTING FIRE HYDRANT AND VALVE SUCH THAT EXISTING WATER LINE TERMINATES DIRECTLY INTO THE HYDRANT. NO WATER PIPE SHALL EXTEND PAST THE HYDRANT.
3. DISTANCE TO NEAREST FIRE HYDRANT.
4. 159 L.F. ± OF 1-INCH TYPE K COPPER WATER LINE FROM CONNECTION TO BUILDING PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
5. WATER METER AND BACKFLOW PREVENTION SYSTEM AS REQUIRED BY THE WATER UTILITY PROVIDER. METER TO BE INSTALLED INSIDE THE BUILDING.
6. CONNECTION OF WATER SERVICE TO BE COORDINATED WITH WATER PROVIDER.
7. 30 L.F. ± OF 6-INCH SDR-26 PVC SEWER SERVICE AT A SLOPE OF 1% PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
8. 40 L.F. ± OF 6-INCH SDR-26 PVC SEWER SERVICE AT A MINIMUM SLOPE OF 1% PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
9. 65 L.F. ± OF 6-INCH SDR-26 PVC SEWER SERVICE AT A SLOPE OF 1% PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
10. SANITARY CONNECTION INV = 698.00.
11. 125 GALLON SCHIER GB-75 GREASE INTERCEPTOR WITH H-20 RATED CAST IRON COVER, PER MEP PLANS. RIM = 702.29. 6-INCH INV IN = 697.70. 6-INCH INV OUT = 697.45.
12. SANITARY MANHOLE PER CITY DETAIL, SHEET C7.2. RIM ELEVATION = 702.16 6-INCH INV(NE) IN = 696.80, CALCULATED EXISTING 8-INCH PVC PIPE INV(S) OUT = 695.65
13. SEWER LATERAL CLEAN OUT PER DETAIL 4.02, SHEET C7.2.
14. BURIED ELECTRIC LINE. SEE MEP PLANS.
15. RELOCATED PAD MOUNTED TRANSFORMER. COORDINATE WITH ELECTRIC UTILITY PROVIDER. SEE MEP PLANS.
16. ELECTRIC UTILITY POINT OF CONNECTION. CONTRACTOR TO COORDINATE WITH ELECTRIC UTILITY PROVIDER TO DETERMINE FINAL LOCATION PRIOR TO INSTALLATION OF ELECTRIC SERVICE LINE. LOCATION SHOWN IS APPROXIMATE.
17. (2) 2-INCH COMMUNICATIONS CONDUITS WITH PULLWIRE.
18. COMMUNICATIONS PULL BOX. COORDINATE WITH COMMUNICATIONS UTILITY PROVIDER.
19. COMMUNICATION UTILITY POINT OF CONNECTION. CONTRACTOR TO COORDINATE WITH COMMUNICATION UTILITY PROVIDER TO DETERMINE FINAL LOCATION PRIOR TO INSTALLATION OF COMMUNICATION SERVICE LINE. LOCATION SHOWN IS APPROXIMATE.
20. EXISTING LIGHT POLE.
21. 6 L.F. ± OF 2-INCH DIA. SCH. 40 PVC SUMP PUMP DISCHARGE LINE. TERMINATE DISCHARGE LINE THROUGH FACE OF CURB.
22. DOWNSPOUT CONNECTION PER DETAIL 4.06, SHEET C7.2. SEE ARCHITECTURAL PLANS.
23. 124 L.F. ± 8-INCH PVC SDR26 DOWNSPOUT HEADER STORM LINE AT MINIMUM 1% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
24. 4 L.F. ± 8-INCH PVC SDR26 DOWNSPOUT HEADER STORM LINE AT MINIMUM 1% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
25. 8 L.F. ± 8-INCH PVC SDR26 DOWNSPOUT HEADER STORM LINE AT MINIMUM 1% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
26. 76 L.F. ± 8-INCH PVC SDR26 DOWNSPOUT HEADER STORM LINE AT MINIMUM 1% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
27. 89 L.F. ± 12-INCH PVC SDR26 STORM LINE AT 1% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
28. 69 L.F. ± 12-INCH PVC SDR26 STORM LINE AT 1.5% SLOPE, PER PIPE INSTALLATION DETAIL 4.01, SHEET C7.2.
29. 2 L.F. ± ¾-INCH PVC FROM COOLER PAD TO 8-INCH PVC SDR 26 STORM LINE PER DETAIL 4.07, SHEET C7.2.
30. CUT ¾-INCH PVC DRAIN LINE INTO 8-INCH PVC SDR26 ROOF DRAIN SYSTEM.
31. N-12 8-INCH X 8-INCH X 8-INCH PLAIN END CORRUGATED HDPE WYE.
32. 45° BEND, TYPICAL.
33. COMBINATION INLET PER DETAIL 4.03, SHEET C7.2. RIM ELEV = 702.00 8-INCH PVC SDR26 (N) INV IN = 698.45, 12-INCH PVC SDR26 (SW) INV OUT = 698.25
34. COMBINATION INLET PER DETAIL 4.03, SHEET C7.2. RIM ELEV = 700.50 12-INCH PVC SDR26 (NE) INV IN = 697.35, 12-INCH PVC SDR26 (SW) INV OUT = 697.15
35. EXISTING AREA INLET. RIM ELEV = 700.02,12-INCH PVC SDR26 (NE) INV IN = 696.45 EXISTING 15-INCH RCP (SE) INV IN = 696.17, EXISTING 24-INCH RCP (SW) INV OUT = 694.72
36. EXISTING SANITARY MANHOLE. RIM ELEV = 702.29. EXISTING 8-INCH PVC (NE) INV IN = 694.54. EXISTING 8-INCH PVC (W) INV IN = 694.54, EXISTING 8-INCH PVC (SE) INV OUT = 693.04
37. EXISTING 8-INCH PVC SANITARY LINE.
38. UTILITY CROSSING, CONTRACTOR TO COORDINATE DEPTH IN FIELD.
39. 6-INCH SANITARY INV = 697.93, 8-INCH STORM INV = 700.82
40. 6-INCH SANITARY INV = 697.93, 8-INCH STORM INV = 700.78
41. GAS METER LOCATION.
42. COORDINATE WITH GAS UTILITY PROVIDER FOR INSTALLATION OF GAS SERVICE LINE.
43. CONNECTION OF GAS SERVICE TO BE COORDINATED WITH GAS PROVIDER.

EXISTING UTILTY INFORMATION:

WATER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
ELECTRIC	COMED 4300 WINFIELD RD WARRENVILLE, IL 60555 7-800-334-7661
SEWER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
STORM WATER	CITY OF WARRENVILLE - PUBLIC WORKS DEPARTMENT 3S346 MIGNIN DR WARRENVILLE, IL 60555 630-393-9050
GAS	NICOR 1844 FERRY RD NAPERVILLE, IL 60563 1-888-642-6748
CABLE	AT&T 2435 W SCHAUMBURG RD SCHAUMBURG, IL 60194 1-800-288-2020

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H. SCALE: 1" = 10'

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7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

FIRM LICENSE NO. 63620661

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

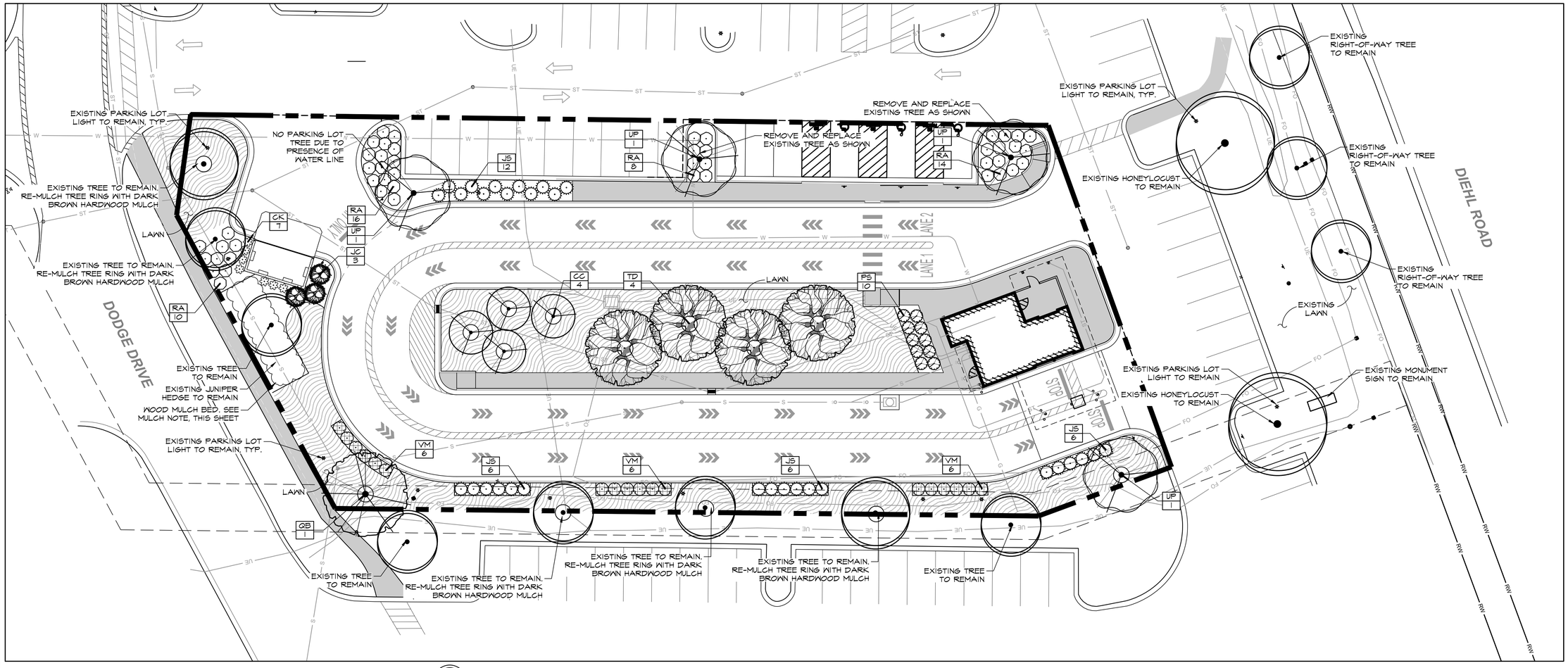
PROJECT NUMBER: 104.094
REVISION:

02-09-2026 BID SET

C4.1

UTILITY PLAN

DATE: FEBRUARY 9, 2026



LANDSCAPE PLAN

SCALE: 1/16"=1'-0"

0 16 32 48 feet

SCALE: 1/16" = 1'-0"

NORTH

HATCH LEGEND

SODDED TURF TYPE FESCUE LAWN. CONTRACTOR TO ALSO REPAIR ANY LAWN AREAS DAMAGED DURING CONSTRUCTION NOT INDICATED ON THIS SHEET

IRRIGATION

ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM AS REQUIRED BY THE CANTERA DEVELOPMENT REGULATIONS.

PROVIDE DRIP IRRIGATION AT ALL LANDSCAPE BEDS AND PROVIDE SPRAY IRRIGATION AT ALL LAWN AREAS

CONTRACTOR SHALL PROVIDE DESIGN-BUILD IRRIGATION DRAWINGS TO THE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION

ALL IRRIGATION SHALL BE SUB-METERED. SIZE OF IRRIGATION METER SHALL BE DETERMINED BY THE IRRIGATION CONTRACTOR

PLANT SIZE REQUIREMENTS

PLANT SIZE	SIZE REQUIREMENT (AT TIME OF PLANTING)
SHADE TREES	2.5" DIAMETER, AS MEASURED ONE FOOT ABOVE THE GROUND *3" CALIPER SHADE TREES REQUIRED FOR PERIMETER LANDSCAPING AND ALONG STREETS PER CANTERA DEVELOPMENT REGULATIONS
ORNAMENTAL TREES	2" DIAMETER, AS MEASURED ONE FOOT ABOVE THE GROUND OR CLUMP FORM 6 7'-8" HT. MIN.
EVERGREEN TREES	MIN. 6' HT. *9' MIN. HEIGHT REQUIRED FOR PERIMETER LANDSCAPING PER CANTERA DEVELOPMENT REGULATIONS
SHRUBS	MIN. 2.5' HT. EXCEPT FOR DWARF SHRUBS WHICH DO NOT REACH THIS HEIGHT AT MATURITY

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
DECIDUOUS SHADE TREES						
	QB	Quercus bicolor	Swamp White Oak	3" Cal.	B&B	1
	TD	Taxodium distichum	Bald Cypress	3" Cal.	B&B	4
	UP	Ulmus americana 'Princeton'	Princeton American Elm	3" Cal.	B&B	4
EVERGREEN TREES						
	JC	Juniperus virginiana 'Cupressifolia'	Hillspire Juniper	9' Ht. Min.	B&B	3
ORNAMENTAL TREES						
	CC	Cercis canadensis	Eastern Redbud	2" Cal.	B&B	4
SHRUBS						
	JS	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	30" Ht. Min.	#5	30
	PS	Physocarpus opulifolius 'Seward'	Summer Wine® Ninebark	30" Ht. Min.	#5	10
	RA	Rhus aromatica 'Gro-low'	Gro Low Sumac	---	#3	48
	VM	Viburnum dentatum 'Blue Muffin'	Blue Muffin Arrowwood Viburnum	30" Ht. Min.	#5	18
ORNAMENTAL GRASSES						
	CK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	---	#1	7

SEVEN 7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO.

LANDSCAPE ARCHITECT
RILEY L. KRAISINGER
157-001207
STATE OF ILLINOIS
2.9.2026

ENGINEER OF RECORD:

NAME:

LICENSE NO.

PROJECT NUMBER: 104.094

REVISION:

02-09-2026 BID SET

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IL# 63620661
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C5.1
LANDSCAPE PLAN

DATE: FEBRUARY 5, 2026

LANDSCAPE REQUIREMENTS

CANTERA DEVELOPMENT CONTROL REGULATIONS

CODE REQUIREMENT	
	THE REGULATIONS AND DEFINITIONS CONTAINED IN THE WARRENVILLE LANDSCAPE ORDINANCE SHALL APPLY, EXCEPT THAT THE CANTERA SPECIAL DEVELOPMENT DISTRICT REGULATIONS SHALL SUPERSEDE THE REGULATIONS OF THE LANDSCAPE ORDINANCE WHERE THERE IS A CONFLICT.

RIGHT-OF-WAY LANDSCAPING

CODE REQUIREMENT	
	CANTERA DEVELOPMENT REGULATIONS (V)(C)(2)(a) REQUIRE THAT ALL PUBLIC AND PRIVATE STREETS BE IMPROVED WITH STREET TREES NOT LESS THAN THREE INCHES IN CALIPER. ONE STREET TREE SHALL BE PROVIDED PER 40 FEET OF STREET LENGTH ON EACH SIDE OF THE STREET

REQUIREMENT AREA	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
111 LF DIEHL ROAD FRONTAGE (NORTH OF PROPERTY BOUNDARY)	-	NO RIGHT-OF-WAY LANDSCAPING REQUIRED ALONG DIEHL ROAD. FRONTAGE IS NORTH OF PROPERTY BOUNDARY	-
138 LF DODGE DRIVE FRONTAGE	138 ÷ 40 = 3.45	4 TREES REQUIRED ALONG DODGE DRIVE	3 EXISTING TREES TO REMAIN + 1 PROPOSED TREE

INTERIOR PARKING LOT LANDSCAPING

CODE REQUIREMENT	
	CANTERA DEVELOPMENT REGULATIONS (V)(C)(3)(a) REQUIRE THAT 10% OF THE INTERIOR PARKING AREA BE DEVOTED TO LANDSCAPING. PLANTING ISLANDS AND/OR PENINSULAS SHALL BE LOCATED NOT LESS THAN EVERY 10 SPACES AND AT THE END OF EVERY ROW PARKING WARRENVILLE ZONING REULATIONS 6(2)(a) REQUIRE NOT LESS THAN 10% OF THE INTERIOR OF A PARKING LOT SHALL BE DEVOTED TO LANDSCAPING. LANDSCAPING AREAS LOCATED ALONG THE PERIMETER OF A PARKING LOT SHALL NOT BE INCLUDED TOWARD SATISFYING THIS REQUIREMENT. 6(2)(c) THE PRIMARY LANDSCAPING MATERIALS USED IN PARKING LOTS SHALL BE SHADE TREES. TREES SHALL BE PLANTED WITH A SPACING OF NOT LESS THAN 75 FEET AND SO THAT AT LEAST ONE TREE IS LOCATED IN THE AREA OCCUPIED BY EACH 20 PARKING SPACES. ONE SHADE TREE SHALL BE PROVIDED FOR EVERY 120 SQUARE FEET OF LANDSCAPED AREA. EACH PLANTING AREA SHALL CONTAIN AT LEAST ONE SHADE TREE.

REQUIREMENT AREA	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
17,952 SF PARKING LOT	17,952 x 0.10 = 1,795	1,795 SF PARKING LOT PLANTING AREA REQUIRED	4,604 SF INTERIOR PARKING LOT LANDSCAPE SPACE PROVIDED
1,795 SF PARKING LOT PLANTING AREA REQUIRED	1,795 ÷ 120 = 14.95	15 SHADE TREES REQUIRED	15 PROPOSED TREES

FOUNDATION LANDSCAPING

CODE REQUIREMENT	
	PER CANTERA DEVELOPMENT REGULATIONS (V)(C)(3) NO STANDARDS FOR FOUNDATION PLANTING ARE HEREBY ESTABLISHED, BUT THE CITY RETAINS THE AUTHORITY TO REQUIRE FOUNDATION LANDSCAPING THROUGH THE PLAN REVIEW PROCESS

REQUIREMENT	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
NO FOUNDATION LANDSCAPING REQUIRED	-	NO FOUNDATION LANDSCAPING REQUIRED	SHRUBS PLANTED ALONG SOUTH EDGE OF SIDEWALK ABUTTING BUILDING IN LIEU OF FOUNDATION LANDSCAPING.

PERIMETER PARKING LOT LANDSCAPING

CODE REQUIREMENT	
	WARRENVILLE ZONING REGULATIONS 6(3)(a)(i) REQUIRE FRONT AND CORNER SIDE YARDS ACROSS FROM NON-RESIDENTIAL PROPERTY SHALL HAVE CONTINUOUS LANDSCAPING ACHIEVED WITH A PLANTING RATE EQUAL TO 1 SHRUB EVERY 5 LF ACROSS 100% OF THE STREET FRONTAGE. SHRUBS SHALL BE INSTALLED AT A HEIGHT OF NO LESS THAN 2.5' AND SHALL REACH A MATURE HEIGHT OF AT LEAST 4' 6(3)(c)(i) PARKING LOTS ABUTTING NON-RESIDENTIAL PROPERTY SHALL HAVE CONTINUOUS LANDSCAPING ACHIEVED WITH A PLANTING RATE EQUAL TO 1 SHRUB EVERY 10 LF ACROSS 50% OF THE PROPERTY LINE ABUTTING THE PARKING LOT. SHRUBS SHALL BE INSTALLED AT A HEIGHT OF NO LESS THAN 2.5' AND SHALL REACH A MATURE HEIGHT OF AT LEAST 4'

REQUIREMENT	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
111 LF DIEHL ROAD FRONTAGE (NORTH OF PROPERTY BOUNDARY)	-	NO RIGHT-OF-WAY LANDSCAPING REQUIRED. DIEHL ROAD FRONTAGE IS NORTH OF PROPERTY BOUNDARY	-
136 LF SOUTH PARKING LOT FRONTAGE	136 ÷ 10 = 13.6	14 SHRUBS SPACED AT 5' MAX ACROSS 50% OF PROPERTY BOUNDARY	23 SHRUBS
267 LF EAST PARKING LOT FRONTAGE	267 ÷ 10 = 26.7	27 SHRUBS SPACED AT 5' MAX ACROSS 50% OF PROPERTY BOUNDARY	23 SHRUBS
211 LF WEST PARKING LOT FRONTAGE	211 ÷ 10 = 21.1	22 SHRUBS SPACED AT 5' MAX ACROSS 50% OF PROPERTY BOUNDARY	12 SHRUBS PROVIDED. PLACEMENT OF ADDITIONAL SHRUBS PRECLUDED BY SIDEWALK

PERIMETER LANDSCAPING

CODE REQUIREMENT	
	CANTERA DEVELOPMENT REGULATIONS (V)(C)(3)(a) REQUIRE ONE 3" CALIPER SHADE TREE OR 8' TALL EVERGREEN TREE PER 20' OF FRONTAGE AND SHRUB MASSES AT A RATE OF NOT LESS THAN ONE SHRUB PER 5 LF OF FRONTAGE WITHIN REQUIRED FRONT YARD AREAS ALONG PRINCIPAL ARTERIAL STREETS

REQUIREMENT	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
NO FRONTAGE ALONG PRINCIPAL ARTERIAL STREETS	-	NO PERIMETER LANDSCAPING REQUIRED	-

REFUSE DISPOSAL AREAS

CODE REQUIREMENT	
	WARRENVILLE ZONING REGULATIONS I.(1) REQUIRE TALL SHRUBS, EVERGREEN TREES AND OTHER PLANTINGS TO SOFTEN THE AESTHETIC IMPACT OF REFUSE DISPOSAL AREAS ON ADJACENT PROPERTIES AND FROM ADJACENT PUBLIC RIGHTS-OF WAY.

REQUIREMENT	CALCULATION	PLANTING REQUIRED	PLANTING PROVIDED
PROVIDE TALL SHRUBS AND EVERGREEN TREES ALONG REFUSE DISPOSAL AREA AT SOUTH END OF PROPERTY	-	PROVIDE TALL SHRUBS ALONG REFUSE DISPOSAL AREA AT SOUTH END OF PROPERTY	EXISTING JUNIPER HEDGE TO REMAIN. SUPPLEMENT WITH EVERGREEN TREES AND ORNAMENTAL GRASS PLANTINGS AS SHOWN.

DECIDUOUS TREE PLANTING NOTES:

1) DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS & UNBROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS & LATERAL BRANCHES MAY BE PRUNED IF REQUIRED. DO NOT REMOVE THE TERMINAL BUDS OF THE BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

2) MARK THE NORTH SIDE OF THE TREE IN THE NURSERY AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE.

3) BALL OF PLANT TO BE KEPT MOIST AND PROTECTED FROM DAMAGE PRIOR TO PLANTING. ADD ROOT STIMULATOR TO SURFACE IMMEDIATELY AFTER PLANTING AS PER MANUFACTURER'S RECOMMENDATIONS.

4) PLANTING DEPTH OF ROOTBALL SHALL BE EQUAL TO ITS ORIGINAL PLANTING DEPTH AT NURSERY. PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL. TYP. SCARIFY HOLE & BACKFILL WITH SOIL EXCAVATED FROM HOLE & SPECIFIED AMENDMENTS.

5) SET TOP OF ROOT BALL 1-2 INCHES HIGHER THAN SURROUNDING GRADE.

6) REMOVE ALL TWINE, ROPE, WIRE AND BURLAP FROM THE UPPER 1/3 OF THE ROOTBALL.

7) EACH TREE MUST BE PLANTED SUCH THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL W/ SOIL.

8) SOAK BACKFILL AFTER PLANTING.

9) APPLY 4"TH. MULCH LAYER AROUND TREE. DO NOT PLACE MULCH IN DIRECT CONTACT W/ CROWN OF TREE TRUNK.

10) WHEN NECESSARY APPLY TREE WRAP TO TRUNK FROM BOTTOM UPWARD, SECURE W/ TAPE.

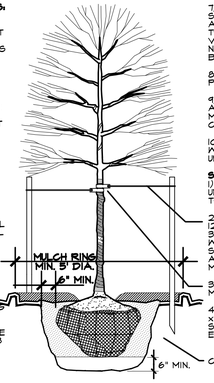
STAKING REQUIREMENTS:

1) STAKING SHALL BE REQUIRED UNLESS OTHERWISE APPROVED BY THE ARCHITECT.

2) GUY WIRES SHALL BE GALV. 12-GAUGE DOUBLE STRAND WIRE 3'-6" ABOVE GRADE. TIGHTEN GUY WIRE ONLY ENOUGH TO KEEP FROM SLIPPING. DO NOT OVERTIGHTEN, ALLOW FOR SOME TRUNK MOVEMENT.

3) USE 1-1/2" WIDE WEBBING W/ METAL GROMMETS

4) TREE STAKES SHALL BE 2" DIA. x 8'-0" LODGEPOLE PINE TREE STAKES. KEEP STAKES PLUMB AND EVENLY SPACED.



2 DECIDUOUS TREE PLANTING

SCALE: N.T.S.

PERENNIAL PLANTING NOTES:

1) BREAK UP EXISTING TOPSOIL TO A DEPTH OF 24"

2) PROVIDE NEW TOPSOIL TO A DEPTH OF 18"

3) THOROUGHLY MIX PEAT IN TOP 3-4" OF SOIL

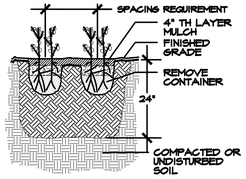
4) DO NOT ALLOW PERENNIALS TO DRY OUT. KEEP MOIST AND PROTECTED FROM DAMAGE PRIOR TO PLANTING.

5) PLACE PLANT IN VERTICAL PLUMB POSITION

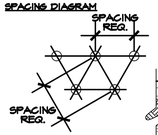
6) DIG HOLE AS DEEP AS INITIAL ROOT SYSTEM

7) BACKFILL w/ SOIL AND PACK FIRMLY BY HAND. ADD ROOT STIMULATOR PER MANUFACTURERS RECOMMENDATIONS. WATER THOROUGHLY TO FINISH PACKING SOIL AROUND ROOTS.

8) APPLY 4" TH LAYER OF MULCH ON PERENNIAL PLANT BED. DO NOT COVER PLANTS



SPACING DIAGRAM



4 PERENNIAL PLANTING

SCALE: N.T.S.

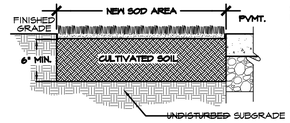
SOD INSTALLATION NOTES:

1) FINISHED GRADES SHALL BE ACCURATE.

2) CULTIVATE ENTIRE AREA TO A MINIMUM 6" DEPTH. EXCEPTIONS TO AREAS MAY BE MADE IF TREE ROOTS ARE ENCOUNTERED WITHIN THE DRIPLINE OF EXISTING TREES. HAND RAKE SMOOTH.

3) ADD ADDITIVES (AS PER SOIL TEST RECOMMENDATIONS) AND TILL INTO SOIL.

4) LAY AND ROLL SOD. WATER THOROUGHLY.



1 SOD INSTALLATION

SCALE: N.T.S.

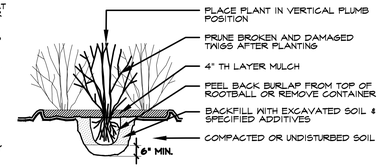
SHRUB PLANTING NOTES:

1) SET SHRUB AT SAME DEPTH AT WHICH IT GREW IN THE FIELD OR CONTAINER.

2) PRUNE, THIN & SHAPE SHRUBS IN ACCORDANCE w/ STANDARD HORTICULTURAL PRACTICE

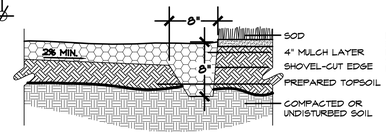
3) BALL OF PLANT TO BE KEPT MOIST AND PROTECTED FROM DAMAGE PRIOR TO PLANTING. ADD ROOT STIMULATOR TO SURFACE IMMEDIATELY AFTER PLANTING AS PER MANUFACTURER'S RECOMMENDATIONS.

4) WHEN BACKFILL IS 2/3 COMPLETE WATER THOROUGHLY UNTIL NO MORE IS ABSORBED.



3 SHRUB PLANTING

SCALE: N.T.S.



NOTE:
EDGE SHALL HAND DUG IN SMOOTH CURVING SHAPES WHERE INDICATED.

5 SHOVEL-CUT EDGING

SCALE: N.T.S.

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL READ ALL LANDSCAPE PLANS, SPECIFICATIONS AND VISIT THE PROJECT SITE TO BECOME FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING THIS PROJECT.
2. ANY AND ALL QUESTIONS CONCERNING THE LANDSCAPE PLANS AND SPECIFICATIONS SHALL BE DIRECTED TO THE LANDSCAPE ARCHITECT.
3. ALL TREE SAUCERS AND PLANTING BEDS ARE TO BE MULCHED WITH A MINIMUM OF 4" DOUBLE-GROUND HARDWOOD MULCH (COLOR DYED DARK BROWN) UNLESS NOTED OTHERWISE ON LANDSCAPE PLAN. LANDSCAPE CONTRACTOR TO PROVIDE MULCH SAMPLE TO ARCHITECT FOR REVIEW PRIOR TO INSTALLATION. WHERE PLANTING BEDS ARE ADJACENT TO WALKS AND CURBS THE SOIL LEVEL SHALL BE 3" LOWER TO ALLOW FOR MULCH LAYER. WHERE SOD IS INDICATED, IT'S THICKNESS SHALL ALSO BE ACCOUNTED FOR SO THAT THE SOIL SURFACE IN THE SOD IS ½" BELOW THE HARDSCAPE SURFACE.
4. THE LANDSCAPE CONTRACTOR IS TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES (INCLUDING THOSE INDICATED ON THE PLAN) PRIOR TO INSTALLATION OF PLANT MATERIAL.
5. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING, MULCHING, AND OTHER REQUIREMENTS OF PLANT MATERIALS WHILE THEY ARE TEMPORARILY STORED ON OR OFF SITE.
6. THE LANDSCAPE CONTRACTOR SHALL COORDINATE LAYOUT OF PLANTING BEDS, PLANT MASSING, STAKED LOCATION OF TREES AND INSTALLATION OF PLANT MATERIAL WITH LANDSCAPE ARCHITECT PRIOR TO COMMENCEMENT OF WORK.
7. ALL PLANT MATERIAL IS DELINEATED AT MATURE SIZE
8. ALL LANDSCAPE MATERIAL SHALL MEET THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1996) PER THE AMERICAN ASSOCIATION OF NURSERYMEN.
9. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANT MATERIAL AT THE NURSERY PRIOR TO SELECTION OR DIGGING, AT THE OWNER'S REQUEST.
10. CONDUCT PLANTING UNDER FAVORABLE WEATHER CONDITIONS DURING EITHER THE SPRING PLANTING SEASON, MARCH 1 TO JUNE 1, OR THE FALL PLANTING SEASON, SEPTEMBER 30 UNTIL FREEZING OF THE GROUND. DURING THE FALL PLANTING SEASON, CONIFEROUS MATERIAL PLANTING SHALL BE CONDUCTED AUGUST 15 TO OCTOBER 1. DEVIATION FROM THE ABOVE PLANTING DATES WILL ONLY BE PERMITTED WITH APPROVAL IN WRITING BY THE LANDSCAPE ARCHITECT.
11. ROOT STIMULATOR SHALL BE APPLIED TO ALL PLANT MATERIALS WITH THE EXCEPTION OF LAWN AREAS. APPLY PER THE MANUFACTURERS SPECIFICATIONS.
12. THE LANDSCAPE CONTRACTOR SHALL RESTORE FINISH GRADES IN ALL PLANTING AREAS (PER GRADING PLANS) WHICH MAY HAVE BEEN DISTURBED DURING PLANTING OPERATIONS.
13. THE PLANTING SOIL MIXTURE FOR ALL TREE PLANTINGS SHALL INCLUDE SOIL EXCAVATED FROM THE HOLE. RATIO 50% VIRGIN SOIL + 50% AMENDED TOP SOIL.
14. MULCH, STAKES, GUY WIRE, PRE-EMERGENT HERBICIDES, ETC. SHALL BE SUBSIDIARY TO INDIVIDUAL PLANTS.
15. LABEL EACH TREE AND SHRUB WITH A SECURELY ATTACHED, WATERPROOF TAG BEARING LEGIBLE DESIGNATION OF BOTH BOTANICAL AND COMMON NAME. LABEL EACH ORNAMENTAL GRASS, GROUNDCOVER, PERENNIAL AND ANNUAL WITH THE LABEL PROVIDED BY THE ORIGINAL GROWER OF THE PLANT. LABELS SHALL NOT BE REMOVED UNTIL AFTER PROVISIONAL ACCEPTANCE BY LANDSCAPE ARCHITECT.
16. LOOSEN SOIL FOR ALL PLANTING ISLANDS AND SHRUB/PERENNIAL BEDS TO A DEPTH OF 12".
17. TOPSOIL SHALL BE FERTILE NATURAL TOPSOIL TYPICAL OF THE LOCALITY, OBTAINED FROM WELL DRAINED AREAS. STOCKPILED TOPSOIL MAY BE USED. IT SHALL BE WITHOUT ADMIXTURE OF SUBSOIL OR SLAG AND SHALL BE FREE OF STONES, LUMPS, STICKS, PLANTS OR THEIR ROOTS, TOXIC SUBSTANCES OR OTHER EXTRANEOUS MATTER THAT MAY BE HARMFUL TO PLANT GROWTH OR WOULD INTERFERE WITH FUTURE MAINTENANCE. TOPSOIL PH RANGE SHALL BE 5.5 TO 7.0.
18. THERE SHALL BE NO ADDITIONS, DELETIONS OR SUBSTITUTION OF PLANT MATERIAL SPECIES WITHOUT THE WRITTEN APPROVAL BY THE OWNER OR LANDSCAPE ARCHITECT. ANY SUBSTITUTION THAT HAS NOT BEEN APPROVED SHALL BE REMOVED AND REPLACED WITH THE CORRECT PLANT AT LANDSCAPE CONTRACTOR'S EXPENSE.
19. THE LANDSCAPE CONTRACTOR WILL BE RESPONSIBLE FOR THE COLLECTION, REMOVAL, AND PROPER DISPOSAL OF ANY AND ALL DEBRIS GENERATED DURING THE INSTALLATION OF THE LANDSCAPE CONSTRUCTION.
20. MULCH SHALL BE EVENLY SPREAD OVER ALL SURFACES INDICATED ON THE LANDSCAPE PLAN.
21. SOD LAWN AT ALL DISTURBED AREAS OUTSIDE OF BUILDINGS, PAVEMENT AND LANDSCAPE BEDS, INCLUDING THOSE NOT NECESSARILY INDICATED ON THIS PLAN.
22. ALL PLANTS SHALL BE WARRANTIED BY THE INSTALLER FOR A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION. THE INSTALLER SHALL REPAIR OR REPALCE PLANTINGS THAT FAIL IN MATERIALS, WORKMANSHIP, OR GROWTH WITHIN SPECIFIED WARRANTY PERIOD.
23. ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. SEE SHEET C5.1 FOR IRRIGATION SYSTEM REQUIREMENTS.

LANDSCAPE MAINTENANCE SCHEDULE

JANUARY
- DURING WINTER DROUGHT PERIODS WHEN TEMPS ARE ABOVE FREEZING, WATER NEWLY PLANTED TREES AND SHRUBS, ESPECIALLY EVERGREENS.

FEBRUARY
- DURING WINTER DROUGHT PERIODS WHEN TEMPS ARE ABOVE FREEZING, WATER NEWLY PLANTED TREES AND SHRUBS, ESPECIALLY EVERGREENS.
- PRUNE SUMMER FLOWERING SHRUBS, AND HEDGES, SPRING BLOOMING SHRUBS SUCH AS LILAC AND FORSYTHIA MAY BE PRUNED IMMEDIATELY AFTER FLOWERING.
- TRIM BACK ORNAMENTAL GRASSES
- APPLY PRE-EMERGENT CRABGRASS CONTROL HERBICIDE TO COOL SEASON TURFGRASS.

MARCH
- DURING WINTER DROUGHT PERIODS WHEN TEMPS ARE ABOVE FREEZING, WATER NEWLY PLANTED TREES AND SHRUBS, ESPECIALLY EVERGREENS.
- FERTILIZE TREES AND SHRUBS AS NEEDED.
- APPLY MULCH TO TREE/SHRUB BEDS ALANDSCAPE BEDS TO CONTROL WEEDS AND REDUCE NEED FOR WATERING. MAINTAIN A MINIMUM 3" MULCH DEPTH.

APRIL
- INSPECT IRRIGATION SYSTEM AND REPLACE WORN OR BROKEN PARTS.
- WATER NEW TRANSPLANTS AND NEWLY PLANTED SHRUBS AND TREES UNLESS RAINFALL IS ABUNDANT.
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS.
- FERTILIZE LAWN AREAS.

MAY
- SWEEP OR BLOW CLEAN ALL WALKWAYS AND CURBS ON A WEEKLY BASIS.
- REPLACE MULCH WHICH HAS BEEN WASHED OUT WITH SPRING RAINS. SMOOTH MULCH LAYER IF IT HAS BEEN DISTURBED.
- PRUNE OUT ANY WINTER-DAMAGED BRANCHES OR PLANTS THAT HAVE NOT BEGUN TO GROW BY EARLY MAY.
- ACTIVATE IRRIGATION SYSTEM AFTER LAST FREEZE OF THE SEASON
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. ENSURE ALL LAWN AND LANDSCAPE BEDS RECEIVE AT LEAST ONE INCH OF WATER PER WEEK, WHETHER BY NATURAL OR SUPPLEMENTAL MEANS
- NUTSEDGE PLANTS BECOME VISIBLE DURING THIS MONTH. APPLY HERBICIDE WHICH WORKS ON NUTSEDGE.
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS

JUNE
- VIGOROUS, UNWANTED LIMBS SHOULD BE REMOVED OR SHORTENED ON NEW TREES. MATCH FOR FORKS IN THE MAIN TRUNK AND REMOVE THE LEAST DESIRABLE LEADER AS SOON AS IT IS NOTICED.
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. ENSURE ALL LAWN AND LANDSCAPE BEDS RECEIVE AT LEAST ONE INCH OF WATER PER WEEK, WHETHER BY NATURAL OR SUPPLEMENTAL MEANS.
- INSPECT LANDSCAPE BEDS FOR WEEDS. HAND PULL AS NEEDED.
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS
- FERTILIZE LAWN AREAS.

JULY
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. APPLY AT LEAST ONE INCH OF WATER PER WEEK.
- PRUNE BACK ANY GROUNDCOVER OVERHANGING CURBS OR SIDEWALKS.
- INSPECT LANDSCAPE BEDS FOR WEEDS. HAND PULL AS NEEDED.
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS

AUGUST
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. ENSURE ALL LAWN AND LANDSCAPE BEDS RECEIVE AT LEAST ONE INCH OF WATER PER WEEK, WHETHER BY NATURAL OR SUPPLEMENTAL MEANS
- CHECK PLANTS FOR SIGNS OF WATER STRESS, NUTRIENT DIFFICIENCY OR DISEASE.
- DIVIDE AND REPLANT SPRING BLOOMING PERENNIALS.
- HEDGES AND SHRUBS CAN BE PRUNED, IF NECESSARY, ABOUT MID-AUGUST.
- FERTILIZE YOUNG TREES AND SHRUBS.
- INSPECT LANDSCAPE BEDS FOR WEEDS. HAND PULL AS NEEDED.
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS

SEPTEMBER
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. ENSURE ALL LAWN AND LANDSCAPE BEDS RECEIVE AT LEAST ONE INCH OF WATER PER WEEK, WHETHER BY NATURAL OR SUPPLEMENTAL MEANS
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- INSPECT LANDSCAPE BEDS FOR WEEDS. HAND PULL AS NEEDED.
- AERATE LAWN AS NEEDED.
- FERTILIZE LAWN AREAS

OCTOBER
- REMOVE LEAVES AND LITTER FROM PARKING LOTS AND TURF AREAS OR MOW WITH MULCHING MOWER.
- PRUNE BACK ANY GROUNDCOVER OVERHANGING CURBS OR SIDEWALKS.
- CONTINUE TO WATER PLANTINGS DEEPLY AS NEEDED. ENSURE ALL LAWN AND LANDSCAPE BEDS RECEIVE AT LEAST ONE INCH OF WATER PER WEEK, WHETHER BY NATURAL OR SUPPLEMENTAL MEANS
- MOW LAWN TO A HEIGHT OF 3-4" ON A WEEKLY AS NEEDED BASIS.
- EDGE CURB & WALKS.
- WINTERIZE IRRIGATION SYSTEM PRIOR TO FIRST FREEZE.

NOVEMBER
- REMOVE LEAVES FROM COOL-SEASON GRASSES OR MOW WITH A MULCHING MOWER.
- REMOVE AUTUMN LEAVES FROM TREE, SHRUB, AND FLOWER BEDS.
- PRUNE MOST TREES. REMOVE CONFLICTING AND CROWDED BRANCHES, DEAD LIMBS, DOUBLE-LEADERS AND UNSIGHTLY BRANCHES.
- REMOVE DISEASED PLANT MATERIAL FROM THE LANDSCAPE TO REDUCE DISEASE PROBLEMS NEXT YEAR.
- DURING WINTER DROUGHT PERIODS WHEN TEMPS ARE ABOVE FREEZING, WATER NEWLY PLANTED TREES AND SHRUBS, ESPECIALLY EVERGREENS.

DECEMBER
- CONTINUE WITH LEAF REMOVAL AS NEEDED.
- CONTINUE PRUNING TREES AND SHRUBS.
- DURING WINTER DROUGHT PERIODS WHEN TEMPS ARE ABOVE FREEZING, WATER NEWLY PLANTED TREES AND SHRUBS, ESPECIALLY EVERGREENS.

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IL# 63620661

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SEVEN BREW COFFEE DRIVE THRU

FIRM LICENSE NO.

LANDSCAPE ARCHITECT
RICKY L. KRAISINGER
157-001207
STATE OF ILLINOIS

2-9-2026

ENGINEER OF RECORD:

NAME:

LICENSE NO.

PROJECT NUMBER: 104.094

REVISION:

02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
22231 DIEHL RD
WARRENVILLE, IL 60555

C5.2
LANDSCAPE NOTES & DETAILS

DATE: FEBRUARY 5, 2026

TOTAL LANDSCAPE AREA = ± 33,250 S.F.
0.76 AC

N

0 10 20
H. SCALE: 1" = 20'

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FIRM LICENSE NO. 63620661

PRELIMINARY
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FOR CONSTRUCTION

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:

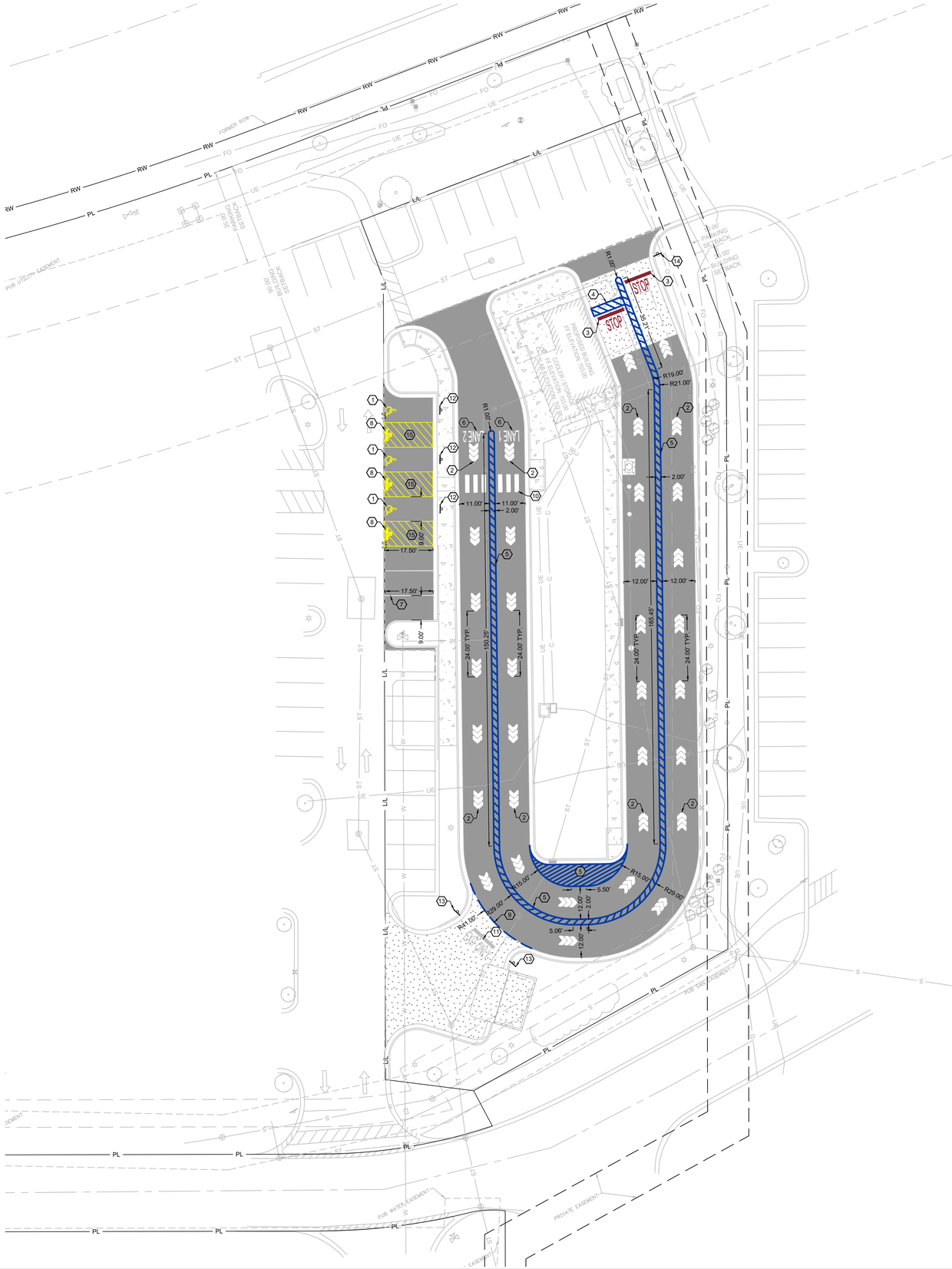
02-09-2026 BID SET

7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

C5.3

DEVELOPMENT LANDSCAPE EXHIBIT

DATE: FEBRUARY 9, 2026



HATCH LEGEND:

= ASPHALT PAVEMENT

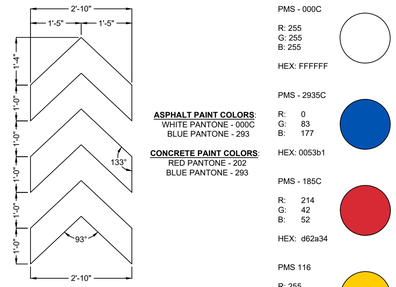
= CONCRETE SIDEWALK

= CONCRETE PAVEMENT

KEY NOTES:

1. YELLOW PAINTED ADA ACCESSIBLE PARKING SYMBOL PER DETAIL 6.01, THIS SHEET.
2. SOLID WHITE TRIPLE ARROW PAVEMENT MARKER, PER DETAIL 6.02, THIS SHEET.
3. 12-INCH SOLID RED STOP BAR WITH 48-INCH TALL "STOP" TEXT PAINTED IN RED.
4. 4-INCH SOLID BLUE CROSS WALK MARKER ALIGNED WITH SLIDING DOOR PANEL AT FRONT OPENING.
5. 4-INCH SOLID BLUE PAVEMENT MARKER, TYPICAL. MIDLINES SPACE AT 24" O.C.
6. 48-INCH TALL "LANE #" PAINTED IN WHITE.
7. 4-INCH SOLID WHITE PAVEMENT MARKER FOR PARKING, TYPICAL.
8. 12-INCH TALL "NO PARKING" TEXT PAINTED IN BLUE WITH 2-INCH STROKE.
9. 4-INCH DASHED BLUE PAVEMENT MARKER.
10. CROSS WALK PAVEMENT MARKING, 12-INCH WIDE BY 6-FEET LONG SOLID WHITE PAINT SPACED EVERY 3-FEET. ORIENT THE STRIPES IN THE DIRECTION SHOWN PARALLEL TO THE DIRECTION OF TRAFFIC.
11. 12-INCH SOLID WHITE STOP BAR WITH 48-INCH TALL "EXIT ONLY" TEXT PAINTED IN WHITE.
12. ADA VAN ACCESSIBLE SIGN PER DETAIL 6.03, THIS SHEET.
13. "ONE WAY DO NOT ENTER" SIGN PER DETAIL 6.04, THIS SHEET.
14. "STOP" SIGN PER DETAIL 6.04, THIS SHEET.
15. 4-INCH SOLID YELLOW PAVEMENT MARKER, TYPICAL. MIDLINES SPACE AT 24" O.C.

6.01 ADA ACCESSIBLE PARKING SYMBOL
SCALE: NONE



ASPHALT PAINT COLORS:
WHITE PANTONE - 000C
BLUE PANTONE - 293

CONCRETE PAINT COLORS:
RED PANTONE - 202
BLUE PANTONE - 293

PMS - 000C
R: 255
G: 255
B: 255
HEX: FFFFFF

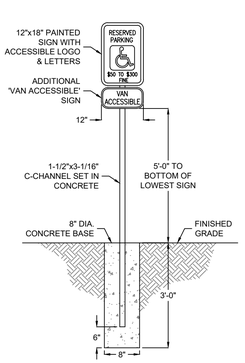
PMS - 2935C
R: 0
G: 83
B: 177
HEX: 0053b1

PMS - 185C
R: 214
G: 42
B: 52
HEX: d62a34

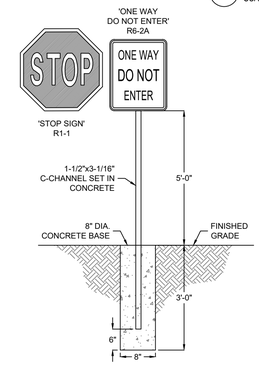
PMS 116
R: 255
G: 205
B: 0
HEX: F39900

TRAFFIC PAINT TYPE:
SHERWIN-WILLIAMS PRO PAK, SETFAST, HOTLINE OR AN APPROVED EQUAL.

6.02 PARKING LOT STRIPING COLORS & PAINT
SCALE: NONE



6.03 ADA ACCESSIBLE SIGN
SCALE: NONE



6.04 TYPICAL SIGN POST
SCALE: NONE

H. SCALE: 1" = 20'

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28231 DIEHL RD
WARRENVILLE, IL 60555

FIRM LICENSE NO. 63620661

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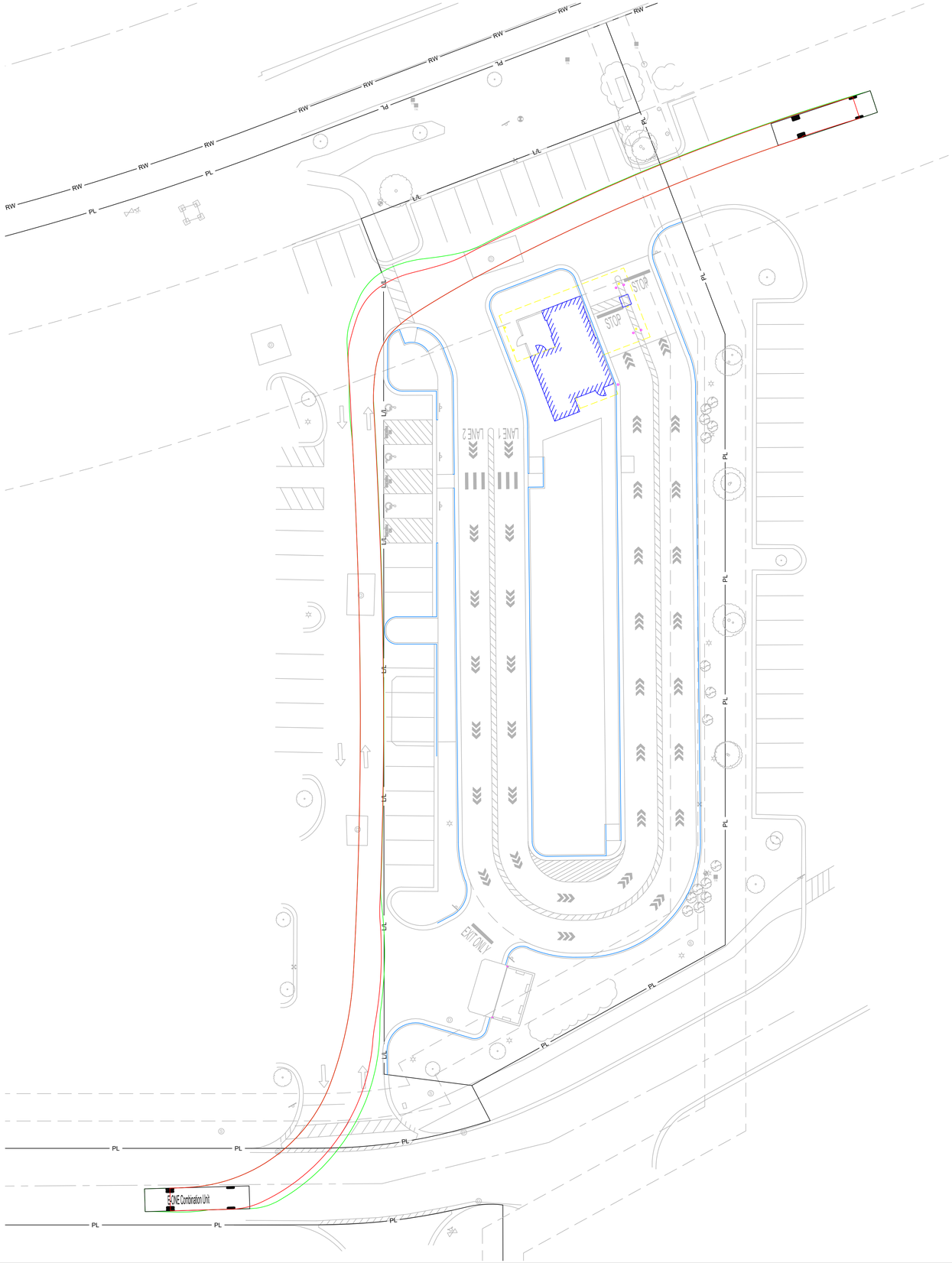
ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

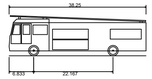
PROJECT NUMBER: 104.094
REVISION:

02-09-2026 BID SET

C6.1
STRIPING PLAN

DATE: FEBRUARY 9, 2026





E-ONE Combination Unit	
Overall Length	38.250ft
Overall Width	8.333ft
Overall Body Height	11.250ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

HATCH LEGEND:

- VEHICLE
- VEHICLE BODY ENVELOPE PATH
- VEHICLE WHEEL TRACK

0 10 20

H. SCALE: 1" = 20'

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LICENSE NO. IL #PE 062 065164

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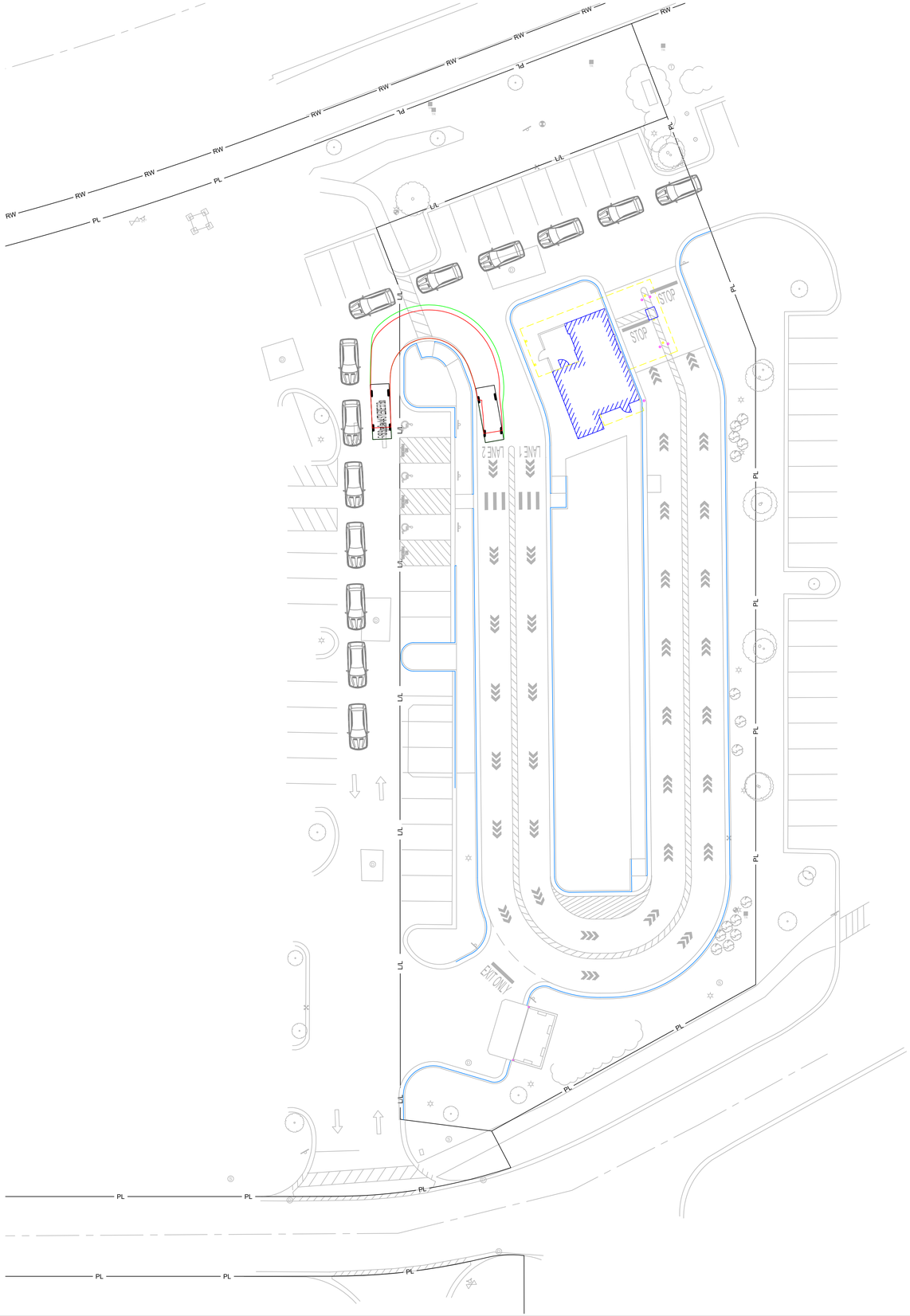
C6.2

FIRE TRUCK
SWEPT PATH ANALYSIS

DATE: FEBRUARY 9, 2026



F-150 SuperCrew 4x4 STYLESIDE 5.5' Box

Overall Length	19.308ft
Overall Width	6.575ft
Overall Body Height	6.350ft
Min Body Ground Clearance	0.750ft
Track Width	6.575ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	23.500ft

HATCH LEGEND:

- VEHICLE
- VEHICLE BODY ENVELOPE PATH
- VEHICLE WHEEL TRACK

N

0 10 20

H. SCALE: 1" = 20'

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LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:

02-09-2026 BID SET

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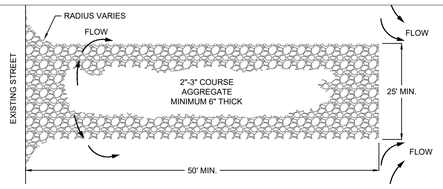
C6.3

PICK-UP TRUCK
SWEPT PATH ANALYSIS

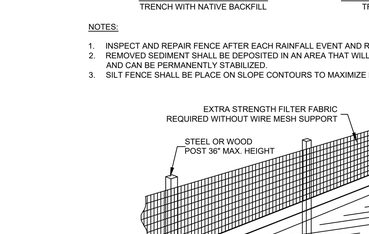
DATE: FEBRUARY 9, 2026



PLAN

NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

1.01 TEMPORARY CONSTRUCTION ENTRANCE
SCALE: NONE

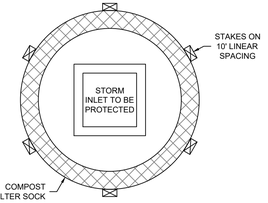


PLAN VIEW

SECTION VIEW

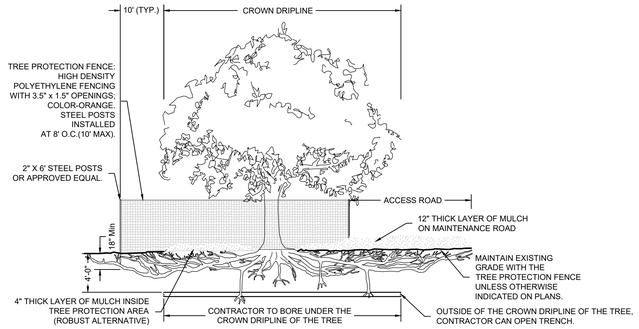
NOTES:
1. WASHOUT CONTAINMENT SHALL BE INSTALLED FOR DURATION OF CONCRETE WORK AND RETAIN CONCRETE AND OTHER WASHOUT LIQUIDS UNTIL EVAPORATION OR REMOVAL BY PUMP.
2. CONTAINMENT SHALL BE SIZED FOR EXPECTED WASHOUT VOLUMES.
3. AVOID PLACING NEAR STORM DRAINS, STREAMS, SINKHOLES, OUTFALLS OR OTHER LOW AREAS WHERE WATER PONDS OR FLOWS.
4. OTHER APPROVED LEAK-PROOF CONTAINMENT IS ACCEPTABLE.
5. TRAPS SHALL BE ROUTINELY. MAINTAINED AT 75% CAPACITY AND REPLACED AS NECESSARY TO PERFORM.
6. THE WASHOUT PIT SHALL BE COVERED BEFORE PREDICTED RAIN EVENTS TO PREVENT OVERFLOW.
7. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30FT OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

1.03 CONCRETE WASHOUT
SCALE: NONE



INSTALL COMPOST FILTER SOCK FOR INLET PROTECTION. COMPOST FILTER SOCK TO SURROUND STORM INLET TO PROVIDE ADEQUATE PROTECTION FROM SEDIMENT, DEBRIS & INFILTRATION INTO INLET. SEE COMPOST FILTER SOCK DETAIL FOR INSTALLATION.

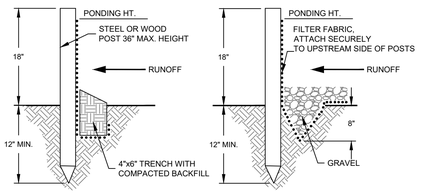
1.06 STORM INLET PROTECTION
SCALE: NONE



NOTES:
1 - MAINTAIN TREE PROTECTION FENCING 10' BEYOND DRIPLINE (IN ALL DIRECTIONS).
2 - NO EQUIPMENT, MATERIALS, AND/OR DEBRIS SHALL BE STORED WITHIN THE TREE PROTECTION FENCING. THIS INCLUDES DURING FENCE INSTALLATION AND REMOVAL.
3 - NO PRUNING SHALL BE PERFORMED EXCEPT BY OR IN THE PRESENCE OF AND APPROVED ARBORIST.
4 - IF PROJECTION REQUIRES AN ACCESS ROAD WITHIN THE DRIPLINE OF A TREE, PROVIDE A MINIMUM 12" OF MULCH FOR THE ACCESS ROAD.
5 - IF CONSTRUCTION ACTIVITIES REQUIRE WORK TO CROSS THE DRIPLINE, BORE MINIMUM 4' BELOW GROUND SURFACE THE DISTANCE OF THE DRIPLINE, IF BORING 4' CANNOT BE ACHIEVED CONTACT ARBORIST IMMEDIATELY TO MONITOR WORK.

ROOT PRUNING NOTES:
1 - ROOT PRUNING SHOULD BE COORDINATED WITH THE TREE PROTECTION FENCING. IN SOME CASES, THAT FENCE LINE IS ON THE ROOT CUT, AND PROVISIONS FOR ROOT PRUNING MAY NEED TO BE ACCOMMODATED BEFORE FENCE IS ERECTED.
2 - CAREFULLY EXPOSE ROOTS WITHIN THE LIMITS OF CONSTRUCTION AND MARK FOR PRUNING. PROPOSED ROOT CUTS SHALL BE REVIEWED BY AND ARBORIST PRIOR TO TRENCHING, EXCAVATING, OR CUTTING TO DETERMINE THE IMPACT ON ANY STRUCTURAL CRITICAL ROOTS AND THE CLOSEST POINT TO THE TREES THAT SOIL MAY BE DISTURBED.
3 - ROOT PRUNING CAN BE ACCOMPLISHED WITH CIRCULAR SAWS OF VARYING TYPES AND/OR A ROTARY-TYPE STUMP GRINDER TO A DEPTH OF 18" OR TO THE MAXIMUM DEPTH OF THE REQUIRED GRADING CUT, WHICHEVER IS LESS, SAW BLADE AND GRINDER TEETH SHOULD BE SHARPENED PRIOR TO USE. TRENCHING MACHINES ARE NOT ALLOWED IN ROOT PRUNING OPERATIONS.
4 - ROOTS OVER 1-INCH IN DIAMETER MUST BE CLEANLY AND SHARPLY CUT WITH HAND SAW.
5 - PRUNING CUTS SHOULD BE FLUSH WITH THE SIDE OF THE TRENCH CLOSEST TO THE TREE. AN ARBORIST SHOULD REVIEW AND ROOTS OVER 2-INCHES IN DIAMETER ENCOUNTERED DURING EXCAVATION AND/OR CONSTRUCTION ACTIVITIES TO DETERMINE STRUCTURAL STABILITY OF THE TREE.

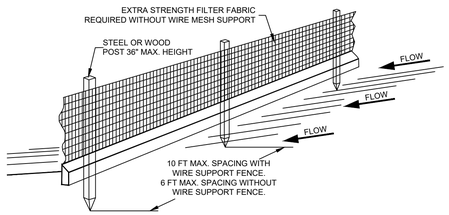
1.05 TREE PROTECTION FENCING
SCALE: NONE



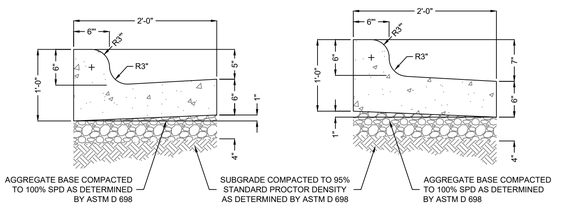
STANDARD INSTALLATION
TRENCH WITH NATIVE BACKFILL

ALTERNATE INSTALLATION
TRENCH WITH GRAVEL

NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH RAINFALL EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACE ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



1.08 SILT FENCE DETAIL
SCALE: NONE

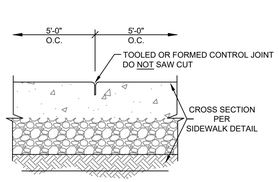


CATCH CURB

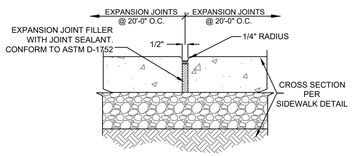
SPILL CURB

NOTES:
1. EXPANSION JOINTS SHALL BE FORMED BY A ONE-HALF (1/2) INCH THICK PREFORMED JOINT FILLER, CUT TO THE CONFIGURATION OF THE FULL SIZE OF THE CURB AND GUTTER SECTION AND BEING SECURED SO THAT THEY ARE NOT MOVED BY DEPOSITING AND COMPACTING THE CONCRETE AT THESE JOINTS. THE EDGES OF THESE JOINTS SHALL BE ROUNDED WITH AN EDGING TOOL ONE-EIGHTH (1/8) INCH RADIUS.
2. EXPANSION JOINTS SHALL BE PLACED WHERE CURB AND GUTTER ABUTS OTHER STRUCTURES AND AT ALL TANGENT POINTS TO CURBS. EXPANSION JOINTS SHALL NOT BE SPACED MORE THAN 50 FEET APART ON STRAIGHT RUNS FOR HAND LAID CURBS AND NOT MORE THAN 100 FEET APART FOR MACHINE LAID CURB AND GUTTER PROVIDED THAT ONE-HALF (1/2) INCH THICK JOINT FILLER IS USED. ALL JOINTS SHALL BE FORMED AT RIGHT ANGLES TO THE ALIGNMENT OF THE CURB AND GUTTER.
3. CONTRACTION JOINTS SHALL BE CONSTRUCTED BY INSERTING A REMOVABLE METAL TEMPLATE IN THE FRESH CONCRETE, THEY SHALL NOT BE SAW CUT. CONTRACTION JOINTS SHALL BE TO A DEPTH OF NOT LESS THAN ONE AND ONE-FOURTH (1-1/4) INCHES BELOW THE SURFACE AND TO A WIDTH NOT TO EXCEED THREE-EIGHTHS (3/8) INCH. CONTRACTION JOINTS SHALL BE LOCATED APPROXIMATELY 10 FEET APART.

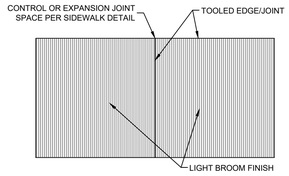
2.01 CONCRETE CURB AND GUTTER
SCALE: NONE



CONTROL JOINT

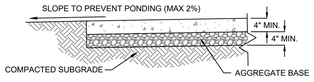


EXPANSION JOINT



NOTES:
1. CONTRACTOR SHALL TOOL EDGES AND JOINTS AS SHOWN THEN LIGHTLY BROOM FINISH ENTIRE SIDEWALK SURFACE.

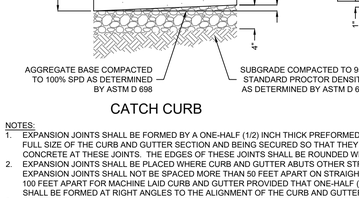
FINISH PLAN



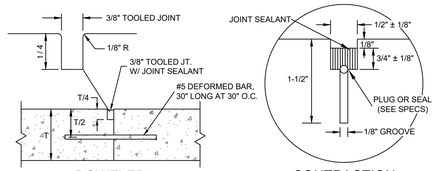
SECTION

NOTES:
1. PROVIDE CONTROL JOINTS @ 5' O.C. MAX. OR WIDTH OF SIDEWALK. SEE JOINT DETAIL.
2. PROVIDE EXPANSION JOINTS @ 20' O.C. MAX. & AS INDICATED ON SITE PLAN.
3. WHERE WALK ABUTS ANOTHER WALK, CONCRETE CURBS, DRIVEWAYS AND SIMILAR STRUCTURES, PROVIDE 1/2" EXP. JOINT W/ FIBER BOARD AND SELF-LEVELING SEALANT.
4. KEY ALL CONSTRUCTION JOINTS.
5. PROVIDE NON-SLIP LIGHT BROOM FINISH.
6. MAXIMUM SIDEWALK CROSS SLOPE SHALL BE 2%. MAXIMUM SLOPE OF SIDEWALK IN DIRECTION OF TRAVEL SHALL BE 5%.

2.02 SIDEWALK DETAILS
SCALE: NONE

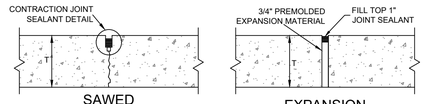


2.04 CONCRETE STOOP WALK EDGE
SCALE: NONE



DOWELED CONSTRUCTION JOINT

CONTRACTION JOINT SEALANT

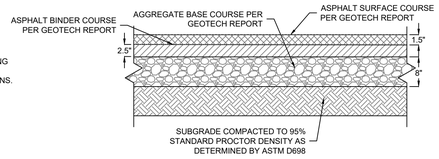


SAWED CONSTRUCTION JOINT

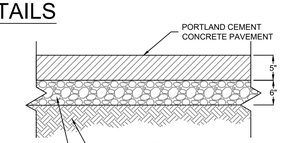
EXPANSION JOINT

CONCRETE JOINT NOTES:
1. CONSTRUCTION JOINTS SHALL BE PLACED AS REQUIRED BY THE CONTRACTOR.
2. EXPANSION JOINTS SHALL BE PLACED WHERE CONCRETE ABUTS STRUCTURES OR EXISTING PAVEMENT AND AT 45 FEET ON CENTER, EACH DIRECTION (OR AS SHOWN ON PLAN).
3. CONTRACTION JOINTS SHALL BE PLACED AT 15 FEET MINIMUM SPACING IN EACH DIRECTIONS.

2.03 CONCRETE PAVEMENT JOINTS
SCALE: NONE

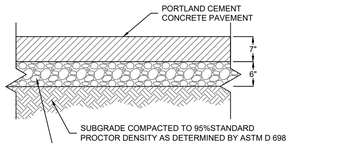


2.06 ASPHALT PAVEMENT
SCALE: NONE



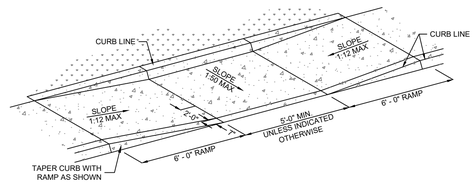
NOTES:
1. SEE CONCRETE PAVEMENT JOINT DETAILS AND NOTES.
2. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND BE BE PLACED WITH A MAXIMUM SLUMP OF 4 INCHES PER GEOTECHNICAL ENGINEERING REPORT IF AVAILABLE.
3. ALL MATERIALS SHALL MEET THE CURRENT DOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

2.07 LIGHT DUTY CONCRETE PAVEMENT
SCALE: NONE

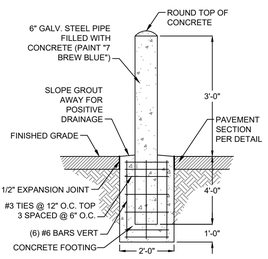


NOTES:
1. SEE CONCRETE PAVEMENT JOINT DETAILS AND NOTES.
2. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI AND BE BE PLACED WITH A MAXIMUM SLUMP OF 4 INCHES PER GEOTECHNICAL ENGINEERING REPORT IF AVAILABLE.
3. ALL MATERIALS SHALL MEET THE CURRENT DOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

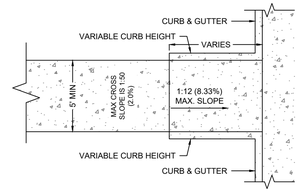
2.08 HEAVY DUTY CONCRETE PAVEMENT
SCALE: NONE



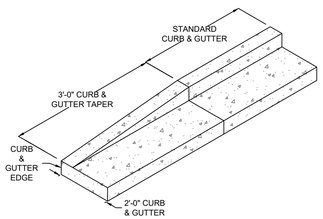
2.12 TYPE 2 CURB RAMP
SCALE: NONE



2.10 PIPE BOLLARD
SCALE: NONE

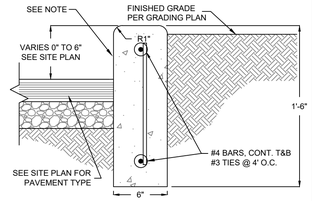


2.14 TYPE 4 CURB RAMP
SCALE: NONE



NOTES: TERMINATE CURB & GUTTER AS SHOWN IN DETAIL

2.15 CURB TRANSITION
SCALE: NONE



NOTES:
1. CURB FACE SHALL HAVE A CLEAN, SMOOTH FINISH; FREE OF BUMPS, HONEYCOMB, AND VOIDS.

2.20 CONCRETE CURB
SCALE: NONE

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www.tothassociates.com
IL# 63620661

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SEVEN 7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

PRELIMINARY NOT RELEASED FOR CONSTRUCTION

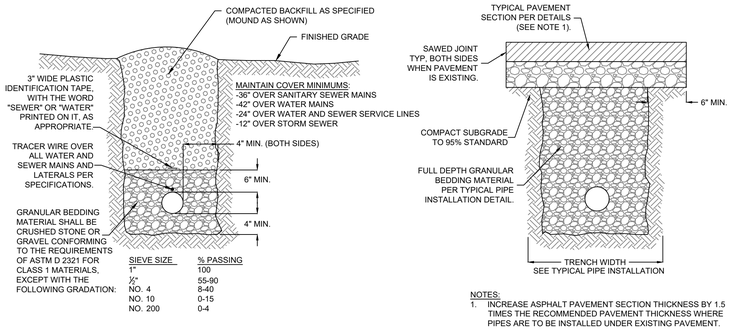
ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:
02-09-2026 BID SET

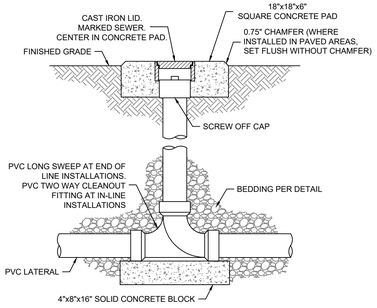
7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

C7.1
DETAILS

DATE: FEBRUARY 9, 2026



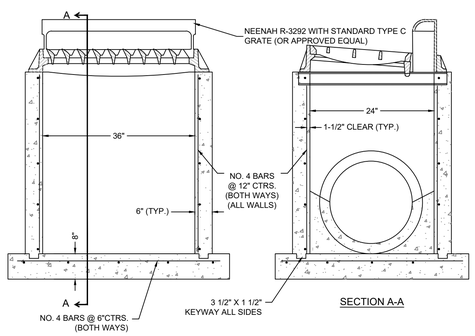
4.01 PIPE INSTALLATION
SCALE: NONE



SECTION VIEW

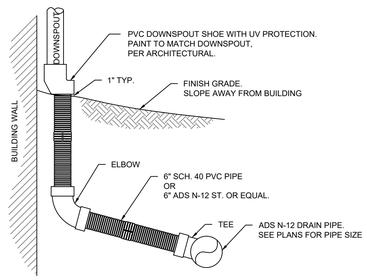
NOTES:
1. SIZE AND MATERIAL OF FITTINGS AND PIPE TO MATCH THAT OF LATERAL.
2. INSTALL CLEANOUTS AT ALL BENDS AND AT MAXIMUM 50' SPACING.

4.02 SANITARY SEWER CLEANOUT
SCALE: NONE

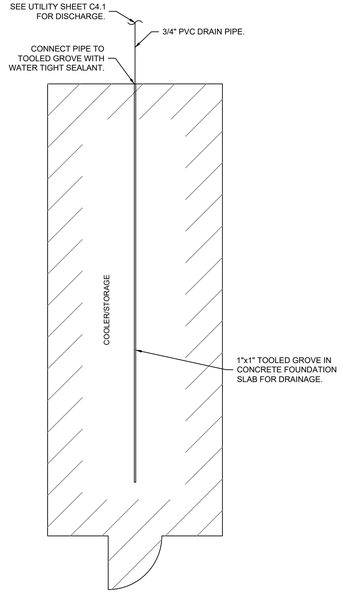


NOTES:
1. USE CLASS "A" CONCRETE (AE) THROUGHOUT.
2. FLOOR OF INLET SHALL BE SHAPED WITH NON-REINFORCED CLASS "A" CONCRETE (AE) INVERT TO PROVIDE SMOOTH FLOW.
3. BEVEL ALL EXPOSED EDGES WITH 3/4" TRIANGULAR MOULDING.

4.03 COMBINATION INLET
SCALE: NONE

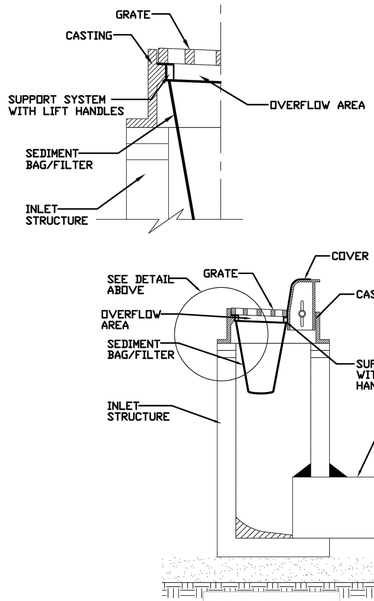


4.06 DOWNSPOUT CONNECTION
SCALE: NONE



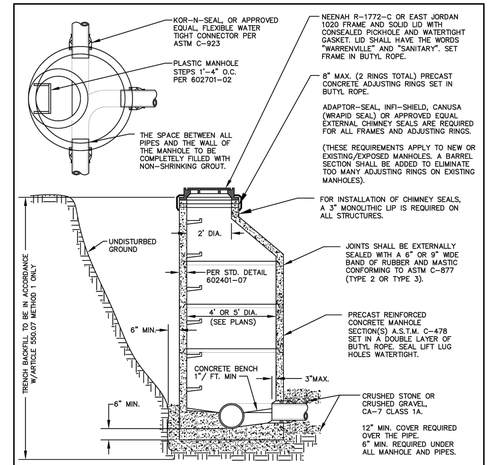
4.07 SLAB DRAINAGE
SCALE: NONE

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11



NOTES:
1. ALL NEW SANITARY MANHOLES SHALL BE TESTED FOR LEAKAGE BY VACUUM TESTING. MANHOLE FRAME AND ADJUSTING RINGS SHALL BE IN PLACE WHEN TESTING. LEAKS SHALL BE REPAIRED FROM EXTERIOR OF MANHOLE.
2. INVERTS OF INCOMING PIPE(S) SHALL BE DETERMINED BY MATCHING ELEVATIONS OF THE TOPS OF THE NEW AND OUTGOING PIPES.
3. ALL FLOW CHANNELS SHALL BE PRECAST INTO THE BENCH OR CORED.

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TYPICAL MANHOLE TYPE A - 4' OR 5' DIA

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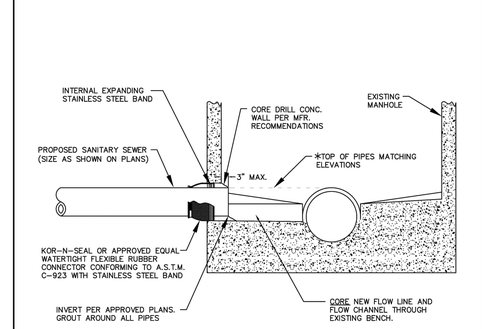

NOTES:
* 1. TO ESTABLISH NEW INVERT, MATCH THE ELEVATION OF THE TOP OF INCOMING PIPE TO EXISTING OUTGOING PIPE(S). FOR EXISTING SEWERS 18" OR GREATER, SEE APPROVED PLANS.

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PIPE EXISTING MANHOLE CONNECTION

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SEVEN 7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

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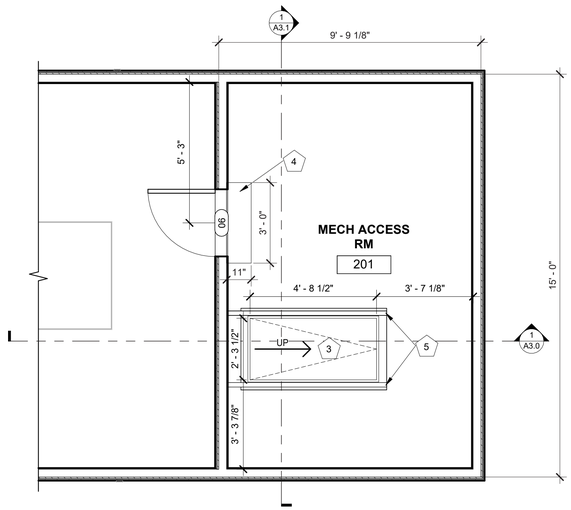
C7.2
DETAILS

DATE: FEBRUARY 9, 2026

Attachment D

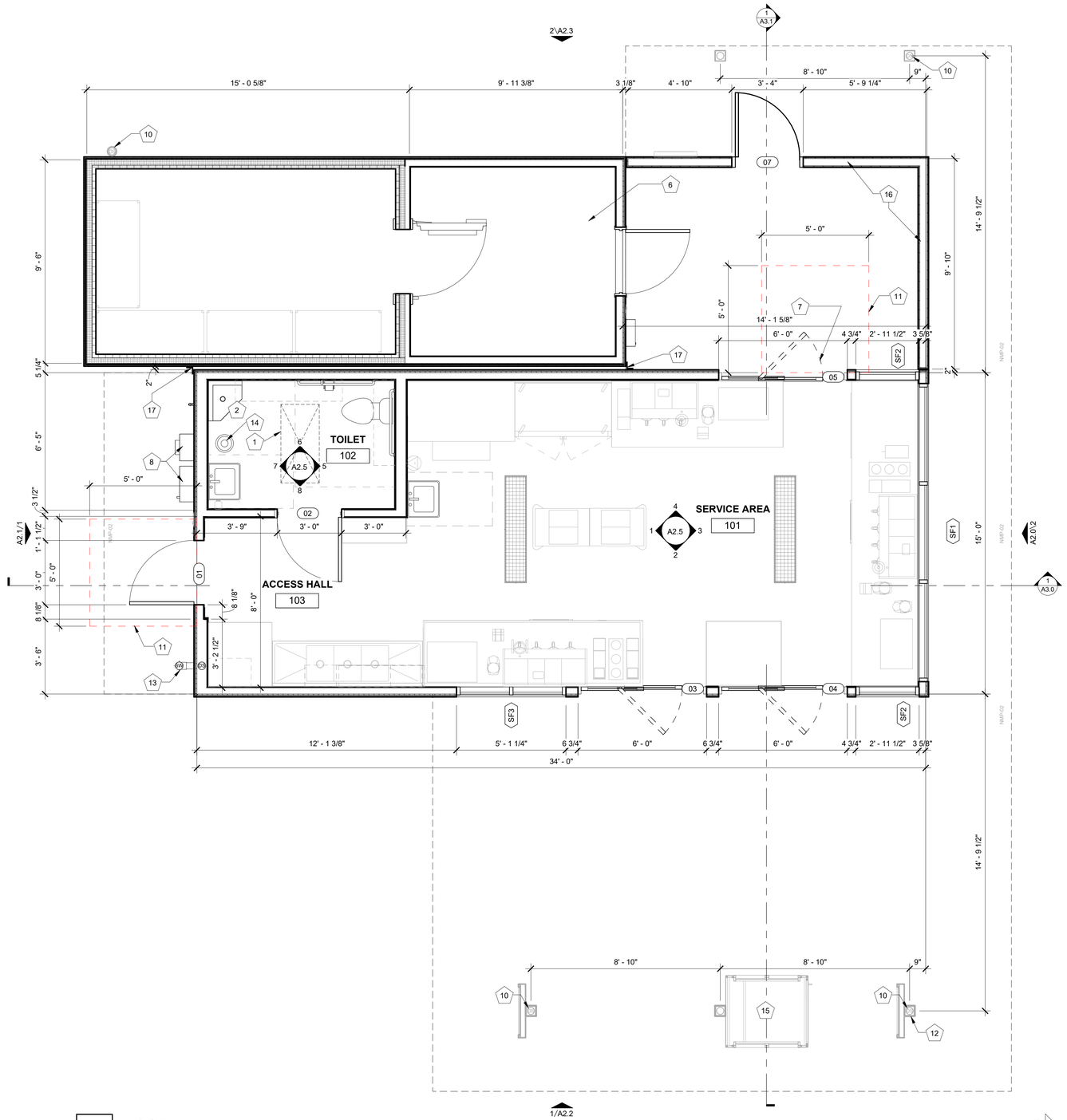
FLOOR PLAN KEYNOTES

MARK	DESCRIPTION
1	ACCESS DOOR FOR CRAWL SPACE ACCESS
2	MOP SINK; REF PLUMBING
3	MECH. ACCESS DOOR AND LADDER - SUPPLIED BY OWNER
4	STEP, CENTER ON DOOR
5	PREFABRICATED COMPLIANT MECHANICAL SERVICE GUARDRAIL PER IBC SECTION 1015 - EACH SIDE
6	PREFABRICATED COOLER BY NATIONAL MODULAR MANUFACTURING; COORD LOCATION & SPECS WITH CIVIL & STRUCT
7	ADA AUTO/MANUAL EGRESS CAPABLE
8	ELECTRICAL EQUIPMENT, PAINTED TO MATCH BUILDING; REF ELECTRICAL
9	STOREFRONT SIGNS - SUPPLIED AND INSTALLED BY SIGN CONTRACTOR
10	DOWNSPOUT CONNECTION TO STORMWATER SYSTEM; REF CIVIL
11	FROST-PROTECTED EGRESS FOUNDATION PAD
12	SITE CONTRACTOR TO COORDINATE CIVIL AND STRUCTURAL DRAWINGS TO ENSURE ALL CANOPY COLUMN FOUNDATION PLATES AND BOLTS ARE CONSTRUCTED IN A MANNER THAT CONCEALS THEIR CONNECTIONS COMPLETELY BELOW GRADE; TYP.
13	DOWNSPOUT OUTLET - STORMWATER CONNECTION; COORD W/ CIVIL
14	EXHAUST PIPE & INLINE FAN; REF MEP
15	TEMPORARY WARMING HUT
16	NATMOD SCREEN WALL
17	METAL TRIM BETWEEN COOLER AND BUILDING



2 MECH ACCESS RM

3/8" = 1'-0"



1 FLOOR PLAN

3/8" = 1'-0"

NORTH

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architecture + design

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kansas city, ks 66101
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consulting engineer:

7 BREW DRIVE THRU - WARRENVILLE IL - DIEHL

WHO BREW, LLC

28231 DIEHL ROAD, WARRENVILLE, ILLINOIS 60555

REVISIONS

No.	Description	Date

sheet issue date: 12/09/2025

project no.: 23.43.48

sheet contents: FLOOR PLAN

sheet no.: A1.2

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2022-11-20_LAYOUT V04

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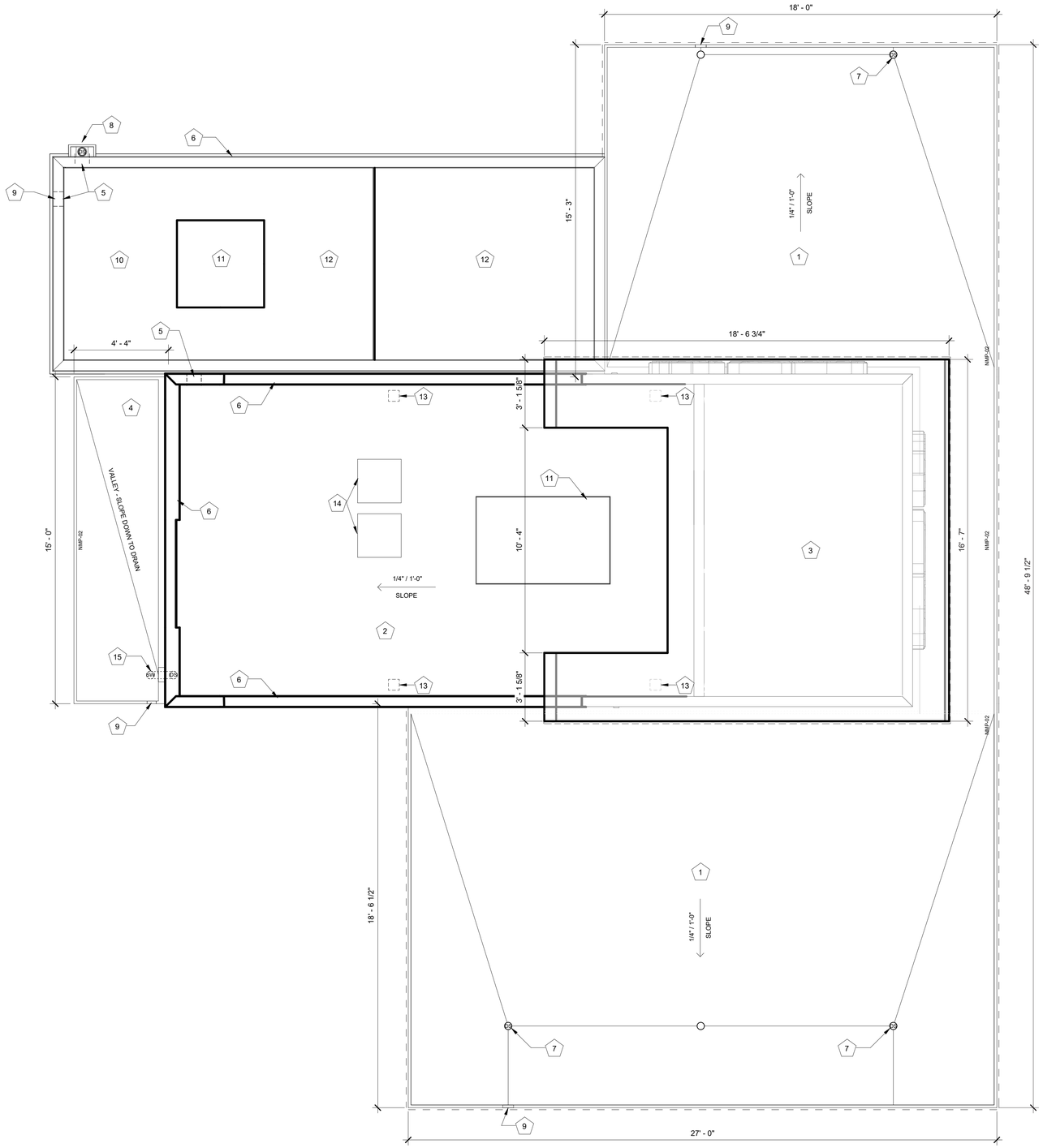
ROOF PLAN KEYNOTES

MARK	DESCRIPTION
1	PRE-ENGINEERED CANOPY W/ TPO ROOFING ON ROOF SHEATHING PER STRUCT ON BUILT-UP 2x CRICKET FRAMING; REF CANOPY SHOP DRAWINGS
2	TPO ROOFING ON ROOF SHEATHING PER STRUCT
3	CORRUGATED ARC METAL ROOF ON #15 FELT ON PLYWOOD ROOF SHEATHING
4	TPO ROOFING ON ROOF SHEATHING PER STRUCT ON BUILT-UP 2x CRICKET FRAMING
5	8" WIDE X 4" HIGH TPO ROOF SCUPPER WITH SHEET METAL UNDERLAYMENT
6	BRAKE METAL CAP; REF ELEVATIONS
7	ROOF DRAIN WITHIN STRUCTURAL COLUMN; CONNECT TO STORMWATER COLLECTION SYSTEM; REF CIVIL
8	ROOF DRAIN; DOWNSPOUT TO BE GALVANIZED, PAINTED, STEEL; CONNECT TO STORMWATER COLLECTION SYSTEM; REF CIVIL
9	OVERFLOW TO GRADE
10	COOLER MANUF TO PROVIDE FALL ARREST/RESTRAINT ANCHORAGE DEVICE IN COMPLIANCE WITH ANSI/ASSP Z359.1
11	HVAC EQUIPMENT
12	ROOFING PER COOLER MANUF
13	MODULAR BUILDING PICK POINTS WITH ROOFING COLLAR; REF STRUCT
14	ICE MACHINE CONDENSERS; SITE CONTRACTOR TO DETERMINE FINAL LOCATION
15	CONNECT ABOVE-GRADE DOWNSPOUT OUTLET TO SUB-GRADE STORMWATER COLLECTION SYSTEM; REF CIVIL



1 ROOF PLAN
3/8" = 1'-0"

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REVISIONS

No.	Description	Date

sheet issue date: 12/09/2025

project no.: 23.43.48

sheet contents: ROOF PLAN

sheet no.: A1.6

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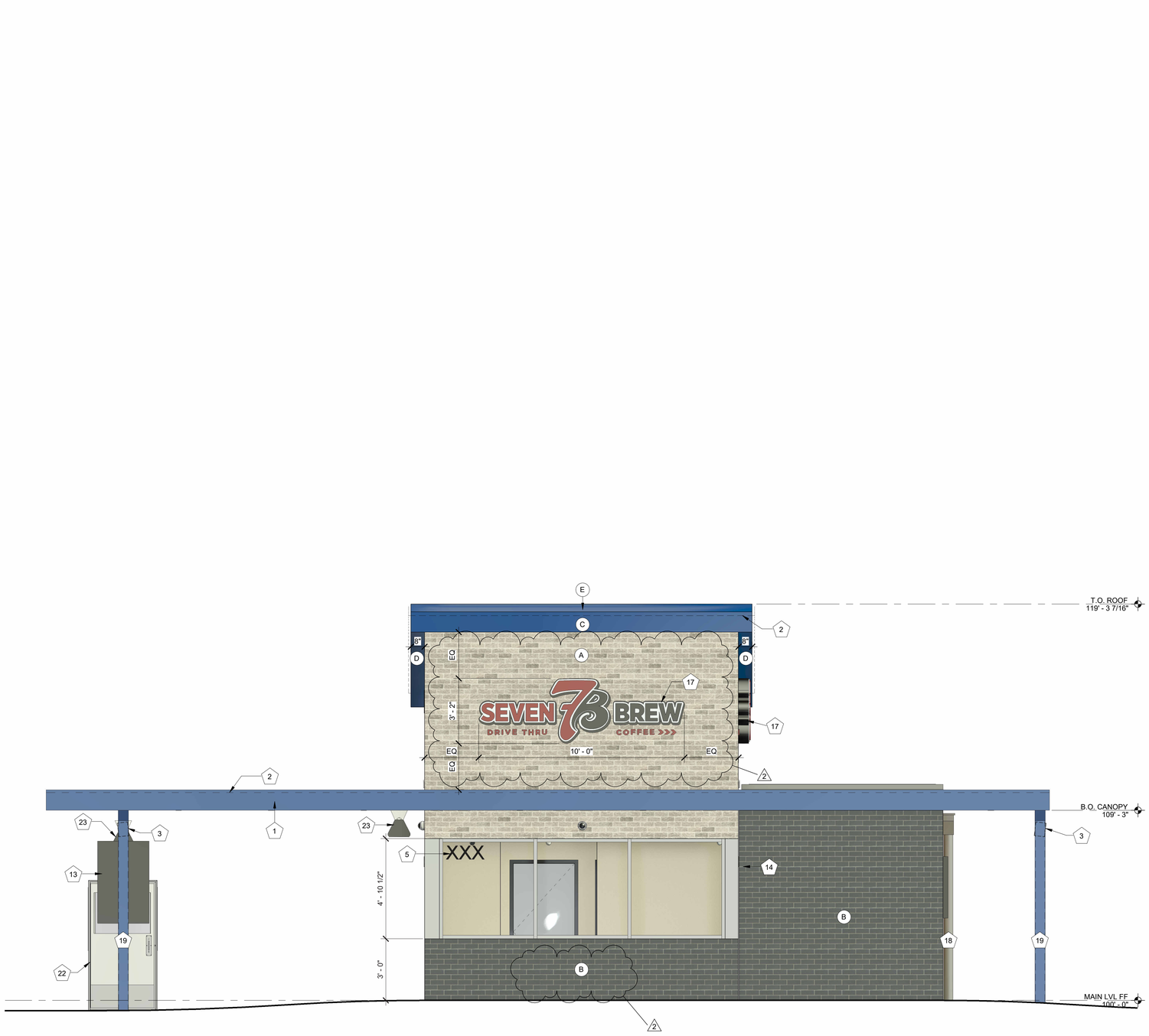
EXTERIOR ELEVATION MATERIALS LEGEND

MARK	DESCRIPTION
A	ARCHITECTURAL CEMENT BOARD SIDING (BRK-2)
B	ARCHITECTURAL CEMENT BOARD SIDING (BRK-1)
C	BRAKE METAL FASCIA (MP-2)
D	SOFFIT PANELS (MP-2)
E	STANDING SEAM ROOF PANELS (MP-2)
F	METAL BRAKE CAP (MP-3)

EXTERIOR ELEVATION KEYNOTES

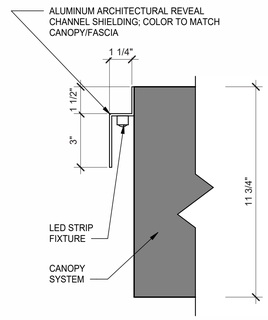
MARK	DESCRIPTION
1	PRE-ENGINEERED ALUMINUM CANOPY BY OTHERS; REF STRUCTURAL
2	SHIELDED SURFACE-MOUNTED LED NEON FLEX LIGHTING AS INDICATED (SHOWN DASHED), TYP; REF ELECTRICAL
3	MOUNTED SPEAKER SYSTEM; REF SYSTEMS PLAN
4	THROUGH-WALL ROOF SCUPPER; TYP
5	ADDRESS NUMBERS TO BE 8" TALL x 2" BRUSH STROKE
6	ELECTRICAL EQUIPMENT, PAINTED TO MATCH BUILDING; REF ELECTRICAL
7	FROST-PROOF FLUSH HOSE BIB
8	EXTERIOR WEATHER-PROOF OUTLET; REF ELECTRICAL
9	PARAPET WALL EXTENSIONS AS MECH SCREEN & IBC SECTION 1015 GUARDRAIL
10	KNOX BOX
11	OUTLINE OF MECHANICAL UNIT BEYOND
12	PREFABRICATED COOLER BY NATIONAL MODULAR MANUFACTURING; COORD LOCATION & SPECS WITH CIVIL & STRUCT
13	SAMSUNG DIGITAL DISPLAYS; INSTALLED IN FIELD BY IT PROVIDER; CHASE FOR DATA CABLE INSTALLED AT BUILDING MANUFACTURING FACILITY
14	SURFACE-MOUNTED LIGHTED SIGN BOX
15	ROUND STOREFRONT SIGN; SUPPLIED AND INSTALLED BY SIGN CONTRACTOR
16	1/4" THICK ACRYLIC SIGNAGE APPLIED TO SIDING WITH VH DOUBLE SIDE TAPE
17	ILLUMINATED STOREFRONT SIGNAGE BY SIGN CONTRACTOR
18	EXPOSED DOWNSPOUT, GALVANIZED, PAINTED; CONNECT TO SUB-GRADE STORMWATER COLLECTION SYSTEM; REF CIVIL
19	PAINTED STRUCTURAL CANOPY COLUMN; RAINWATER DOWNSPOUT WITHIN; CONNECT BASE OF CANOPY COLUMN DOWNSPOUT TO STORMWATER MANAGEMENT SYSTEM; REF CIVIL
20	PAINTED STRUCTURAL CANOPY COLUMN; REF CIVIL
21	DOWNSPOUT OUTLET; CONNECT TO SUBGRADE STORMWATER CONNECTION; REF CIVIL
22	CANVAS CRAFT WARMING HUT
23	CANOPY HEATER
24	METAL TRIM BETWEEN COOLER AND BUILDING



STREET-FACING FACADE
75 SF GLAZING (53%)
141 SF TOTAL LEVEL 1 (100%)

2 EXTERIOR ELEVATION - SOUTH

3/8" = 1'-0"



1 SHIELDED LED STRIP LIGHT DETAIL

3" = 1'-0"

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REVISIONS

No.	Description	Date
2	Sign Pkg Changes	02/10/26

sheet issue date: 12/09/2025

project no.: 23.43.48

sheet contents: EXTERIOR ELEVATIONS

sheet no.: A2.0

EXTERIOR ELEVATION MATERIALS LEGEND

MARK	DESCRIPTION
A	ARCHITECTURAL CEMENT BOARD SIDING (BRK-2)
B	ARCHITECTURAL CEMENT BOARD SIDING (BRK-1)
C	BRAKE METAL FASCIA (MP-2)
D	SOFFIT PANELS (MP-2)
E	STANDING SEAM ROOF PANELS (MP-2)
F	METAL BRAKE CAP (MP-3)

EXTERIOR ELEVATION KEYNOTES

MARK	DESCRIPTION
1	PRE-ENGINEERED ALUMINUM CANOPY BY OTHERS; REF STRUCTURAL
2	SHIELDED SURFACE-MOUNTED LED NEON FLEX LIGHTING AS INDICATED (SHOWN DASHED), TYP; REF ELECTRICAL
3	MOUNTED SPEAKER SYSTEM; REF SYSTEMS PLAN
4	THROUGH-WALL ROOF SCUPPER; TYP
5	ADDRESS NUMBERS TO BE 8" TALL x 2" BRUSH STROKE
6	ELECTRICAL EQUIPMENT, PAINTED TO MATCH BUILDING; REF ELECTRICAL
7	FROST-PROOF FLUSH HOSE BIB
8	EXTERIOR WEATHER-PROOF OUTLET; REF ELECTRICAL
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10	KNOX BOX
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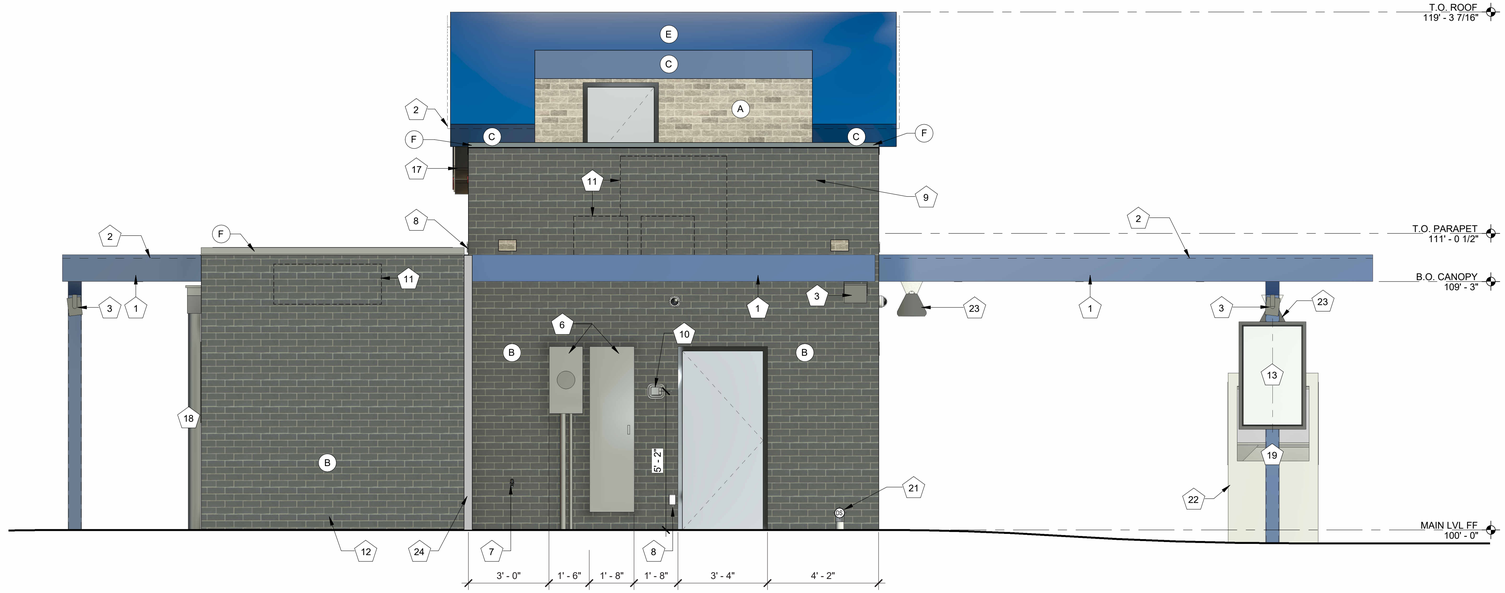

1 EXTERIOR ELEVATION - NORTH
3/8" = 1'-0"

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REVISIONS

No.	Description	Date

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sheet contents: EXTERIOR ELEVATIONS
sheet no.: A2.1

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EXTERIOR ELEVATION MATERIALS LEGEND

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EXTERIOR ELEVATION KEYNOTES

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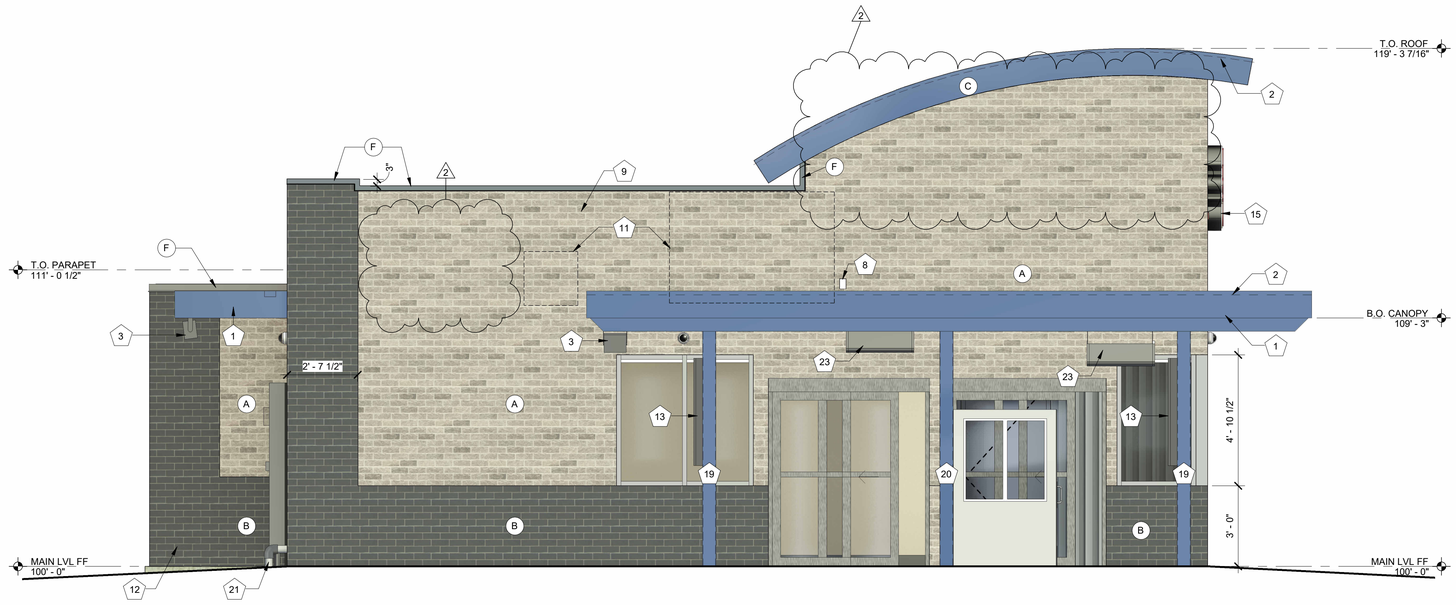

1 EXTERIOR ELEVATION - WEST
3/8" = 1'-0"

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No.	Description	Date
2	Sign Pkg Changes	02/10/26

sheet issue date: 12/09/2025
project no.: 23.43.48
sheet contents: EXTERIOR ELEVATIONS
sheet no.: A2.2

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EXTERIOR ELEVATION MATERIALS LEGEND

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24	METAL TRIM BETWEEN COOLER AND BUILDING

2 EXTERIOR ELEVATION - EAST W/ COOLER
3/8" = 1'-0"

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REVISIONS

No.	Description	Date
2	Sign Pkg Changes	02/10/26

sheet issue date: 12/09/2025
project no.: 23.43.48
sheet contents: EXTERIOR ELEVATIONS
sheet no.: A2.3

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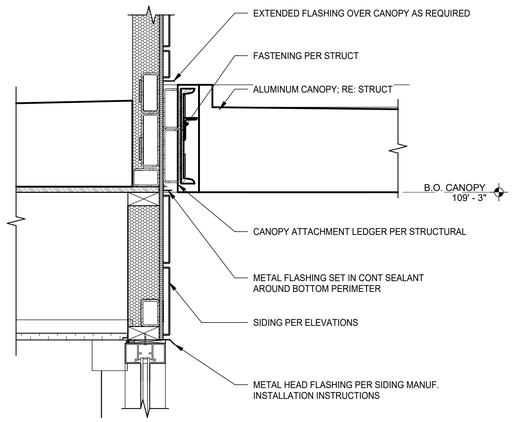
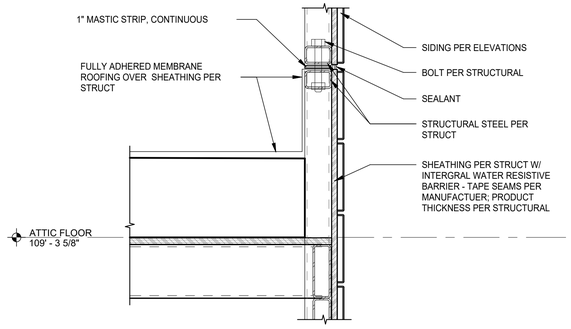
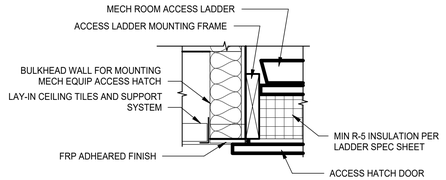


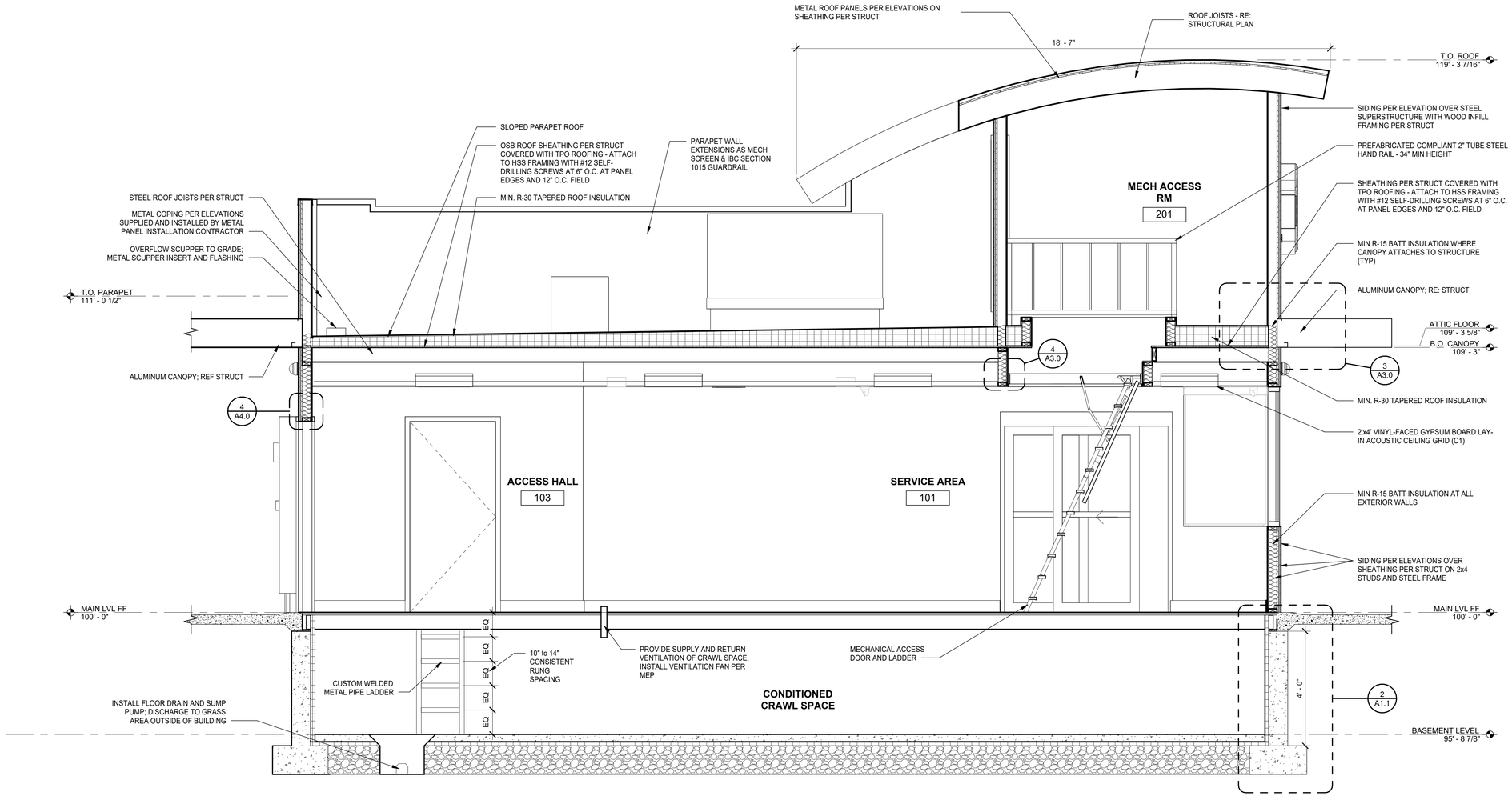
2 CANOPY CONNECTION
1 1/2" = 1'-0"



3 CONNECTION AT BASE/TOP
1 1/2" = 1'-0"



4 MECH ACCESS HATCH CONNECTION
1 1/2" = 1'-0"



1 BUILDING SECTION
1/2" = 1'-0"

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REVISIONS

No.	Description	Date

sheet issue date: 12/09/2025
project no.: 23.43.48
sheet contents: BUILDING SECTION
sheet no.: A3.0

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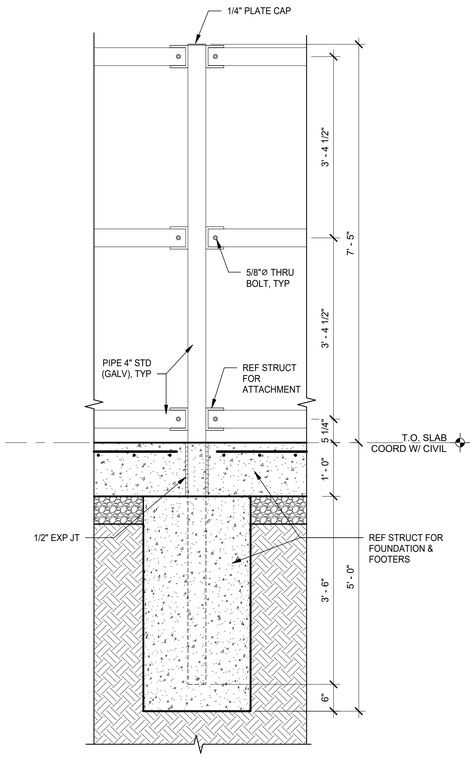
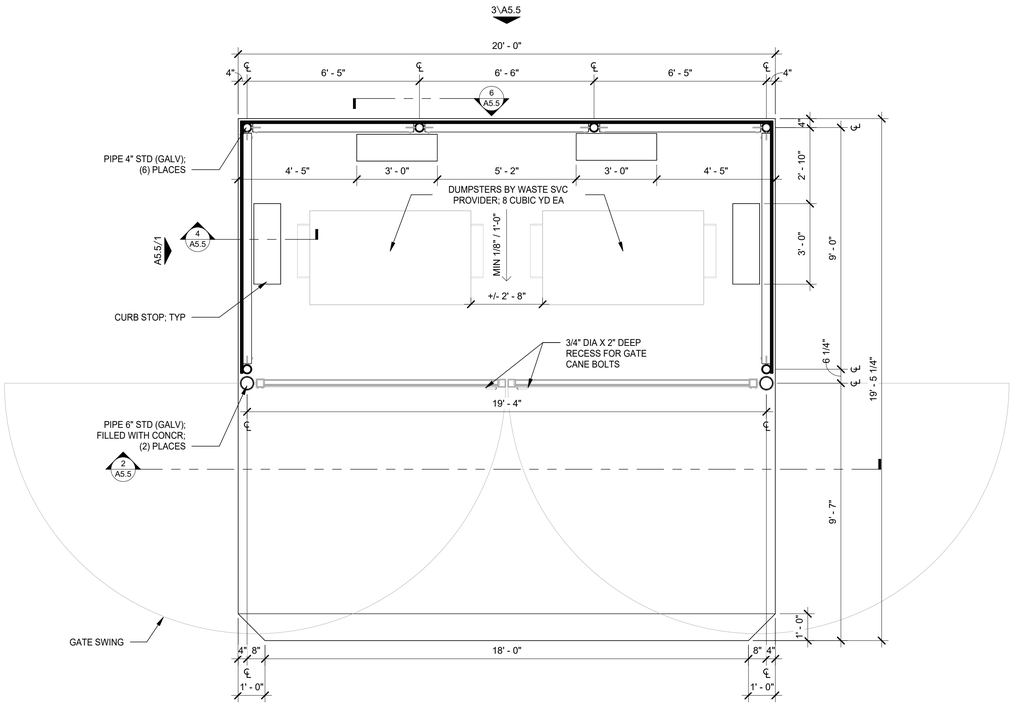


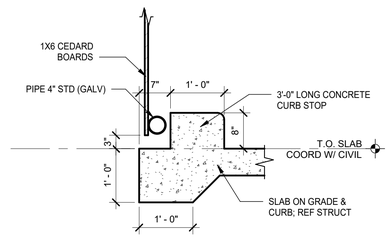
6 ENCLOSURE SECTION - FRAMING

3/4" = 1'-0"



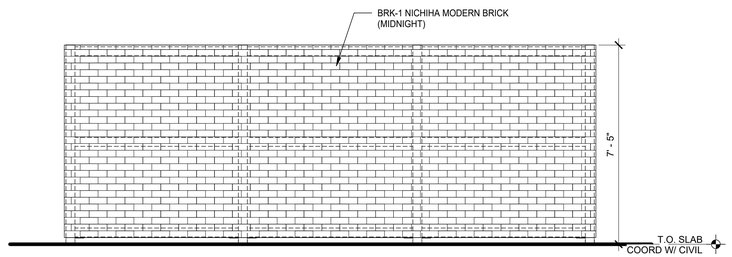
5 ENCLOSURE PLAN

3/8" = 1'-0"



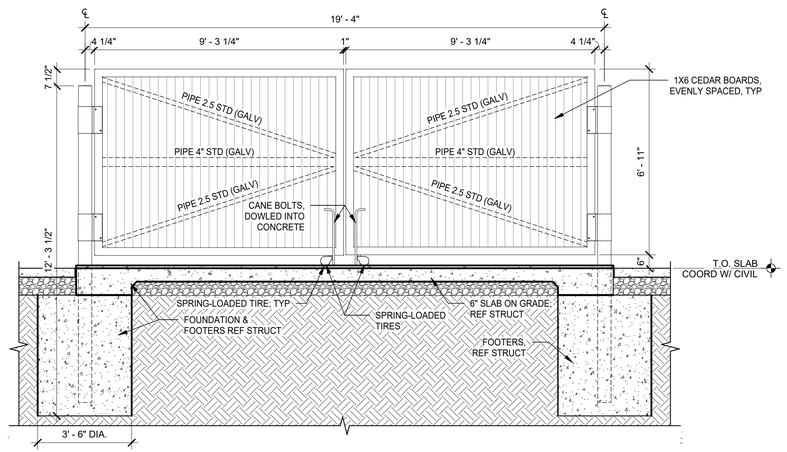
4 ENCLOSURE SECTION - CURB STOP, (3) SIDES

3/4" = 1'-0"



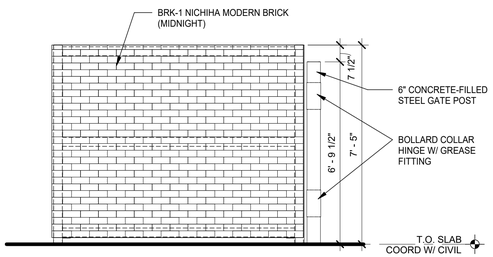
3 ENCLOSURE ELEVATION - REAR

3/8" = 1'-0"



2 ENCLOSURE SECTION - FRONT

3/8" = 1'-0"



1 ENCLOSURE ELEVATION - SIDE

3/8" = 1'-0"

TRASH ENCLOSURE GENERAL NOTES

1. PRE-PAINT ALL BARE METAL WITH POR-15 PRIMER PRIOR TO INSTALLATION.
2. PAINT DOOR FRAMES, HINGES, AND BOLLARDS TO MATCH THE CANOPY OF THE PREFABRICATED BUILDING - MORIN REGAL BLUE.

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consulting engineer:

7 BREW DRIVE THRU - WARRENVILLE IL - DIEHL

WHO BREW, LLC

28231 DIEHL ROAD, WARRENVILLE, ILLINOIS 60555

REVISIONS

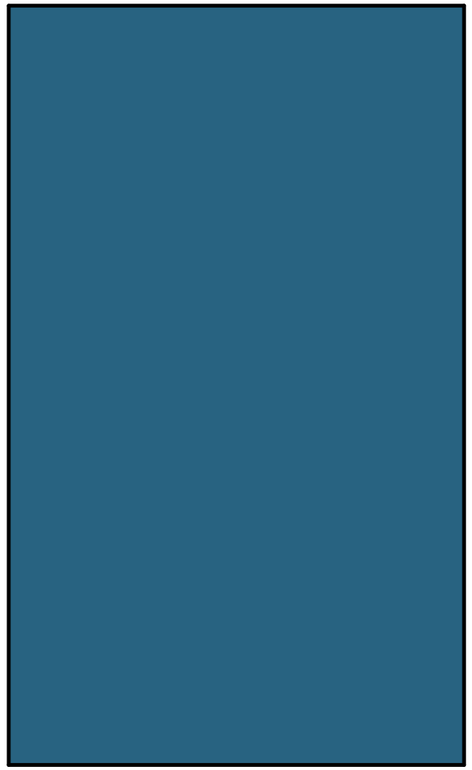
No.	Description	Date
1	City Comments	1/16/26

sheet issue date: 12/09/2025

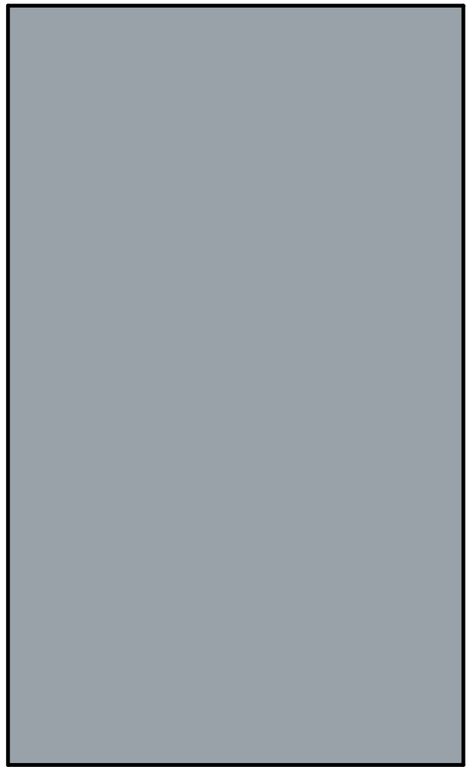
project no.: 23.43.48

sheet contents: TRASH ENCLOSURE

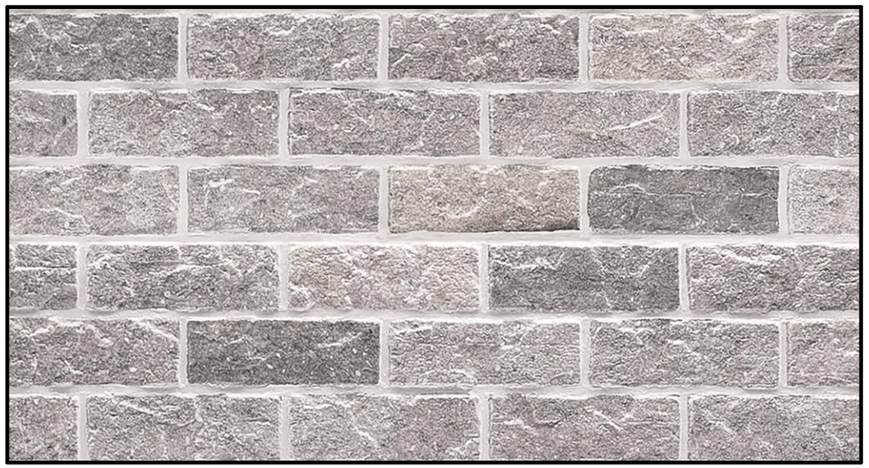
sheet no.: A5.5



BLUE METAL PANEL MP-2
BRAND: BERRIDGE
COLOR: ROYAL BLUE
FINISH: LOW SHEEN SMOOTH - REFLECTIVITY .26



COPING TRIM METAL MP-3
BRAND: BERRIDGE
COLOR: ZINC GREY
FINISH: LOW SHEEN SMOOTH - REFLECTIVITY .39



FIBER-CEMENT PANEL SIDING - BRK-2
BRAND: NICHIHA
COLOR: SHALE BROWN
FINISH: CANYON BRICK

FIBER-CEMENT PANEL SIDING - BRK-1
BRAND: NICHIHA
COLOR: MIDNIGHT
FINISH: MODERN BRICK

23.43.48
7 BREW DRIVE THRU - WARRENVILLE IL - DIEHL
12/09/2025

MATERIAL COLOR BOARD

23.43.48
7 BREW DRIVE THRU - WARRENVILLE IL - DIEHL
12/09/2025

RENDERINGS

Attachment E

DESIGN PROPOSAL

PROJECT ID:	**0431223Ar5**
CLIENT:	**SEVEN 7B BREW COFFEE**
ADDRESS:	28231 DIEHL ROAD WARRENVILLE, ILLINOIS 60555
DATE:	12/18/2025
CONTACT:	WLF/JMR
DESIGNER:	MAB

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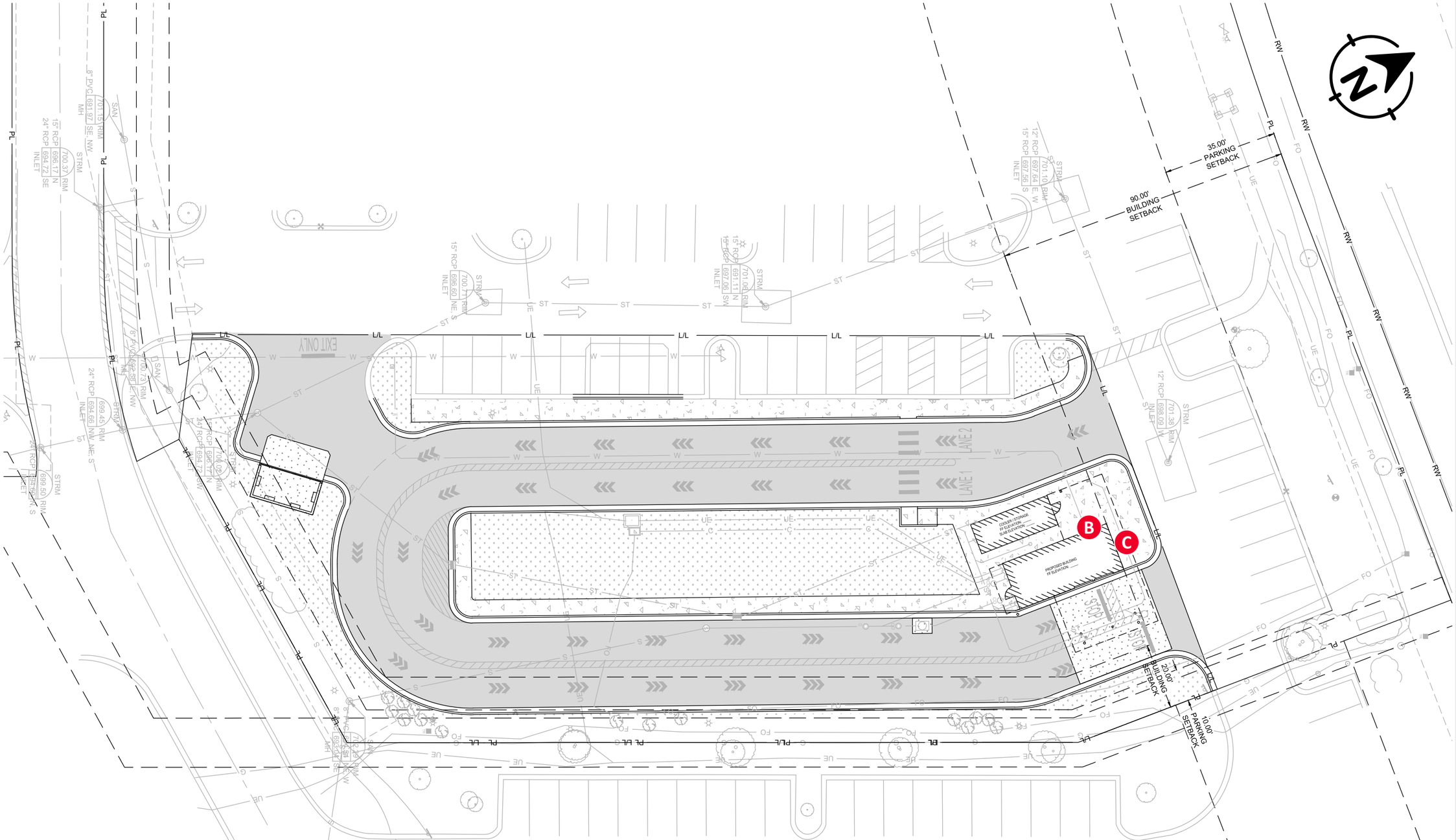

SITE PLAN

SCALE: 1" = 30'-0"

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

SITE PLAN

Scale: 1" = 30'-0"

Revision Notes

R1 JMC 1/14/26: REVISED SIGN A AND REMOVED SIGN F

R2 JMC 1/16/26: ADDED BACK SIGN F

R3 JMC 1/28/26: ADDED SIGN G AND REMOVED SIGNS F, D, A, AND C. MOVED SIGNS B AND E TO SOUTH ELEVATION

R4 JMC 2/2/26: ADDED BACK SIGNS B AND C

R5 BR 2/6/26: remove sign on left side elevation from scope; re-label [B] and [C] on site plan; [G] to remain as-is.

Information Required for Production

Customer Approval

Signature

MM/DD/YYYY

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7 BREW DRIVE THRU - STANDARD with COOLER *BESIDE*

EXTERIOR FRONT ELEVATION

SCALE: 3/16" = 1'-0"

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

ELEVATION

Scale: AS NOTED

Revision Notes

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7 BREW DRIVE THRU - STANDARD with COOLER *BESIDE*

EXTERIOR RIGHT w/ COOLER ELEVATION SCALE: 3/16" = 1'-0"

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

ELEVATION

Scale: AS NOTED

Revision Notes

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7 BREW DRIVE THRU - STANDARD with COOLER *BESIDE*

EXTERIOR LEFT w/ COOLER ELEVATION SCALE: 3/16" = 1'-0"

NO PROPOSED SIGNAGE ON THIS ELEVATION

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

ELEVATION

Scale: AS NOTED

Revision Notes

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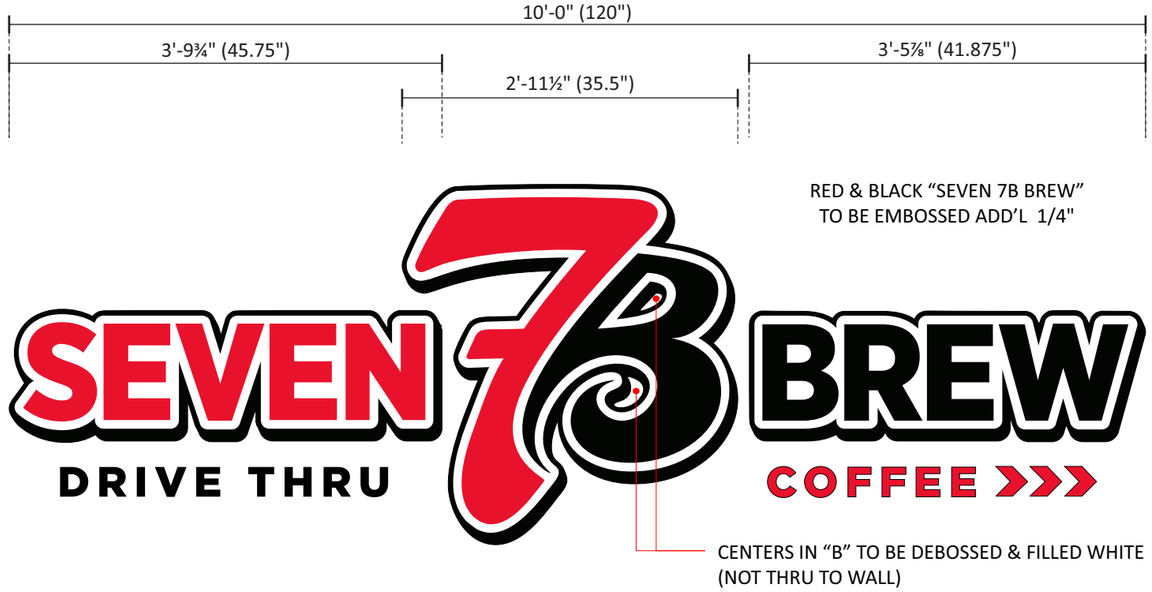


B C **S/F ILLUMINATED LOGO COPY SIGN** SCALE: 3/4" = 1'-0"

TWO [2] SETS REQUIRED - MANUFACTURE & INSTALL: 32.08 Sq.Ft. EACH SET

SIMULATED NIGHT VIEW

"SEVEN 7B BREW":
4" DEEP FABRICATED ALUMINUM SIGN CABINETS - RETURNS PAINTED BLACK - INTERIOR PAINTED LIGHT-ENHANCING WHITE

FORMED & EMBOSSED PAN POLYCARBONATE FACES w/ TRANSLUCENT FILM GRAPHICS (SEE COLOR KEY) - BLOCKOUT FILM AS REQ'D - CENTERS IN "B" ON LOGO TO BE DEBOSSED

1/4" DIA. WEEP HOLES IN LOW POINTS OF CABINETS w/ ALUMINUM LIGHT SCREENS @ EACH WEEP HOLE TO PREVENT LIGHT LEAKS

INTERNALLY-ILLUMINATED w/ 7100k WHITE GE TETRAMAX LED's - REMOTE POWER SUPPLIES - CUSTOMER TO PROVIDE POWER TO SIGN

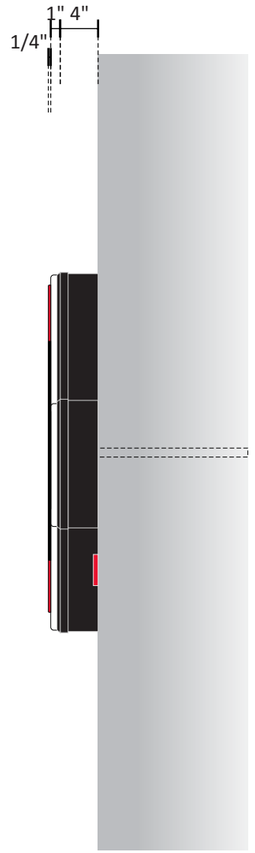
TO BE FLUSH MOUNTED TO FASCIA w/ NON-CORROSIVE HARDWARE AS REQ'D

"DRIVE THRU" & "COFFEE >>>":
1/2" THICK ALUMINUM FLAT CUT-OUT LETTERS (SEE COLOR KEY) -
TO BE STUD-MOUNTED FLUSH TO FASCIA

BLOCKING TO BE PROVIDED BY GC PRIOR TO INSTALLATION

BRAND COLORS

PMS 185 C	BLACK	WHITE
C: 2%	C: 0%	C: 0%
M: 100%	M: 0%	M: 0%
Y: 92%	Y: 0%	Y: 0%
K: 0%	K: 100%	K: 0%



END VIEW

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

A & B: LOGO COPY

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

Revision Notes

R1 JMC 1/14/26: REVISED SIGN A AND REMOVED SIGN F

R2 JMC 1/16/26: ADDED BACK SIGN F

R3 JMC 1/28/26: ADDED SIGN G AND REMOVED SIGNS F, D, A, AND C. MOVED SIGNS B AND E TO SOUTH ELEVATION

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R5 BR 2/6/26: remove sign on left side elevation from scope; re-label [B] and [C] on site plan; [G] to remain as-is.

Information Required for Production

Customer Approval

Signature

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PROPOSED ELEVATION

DETAILS TBD

Project ID
0431223Ar5

SEVEN BREW COFFEE
28231 DIEHL ROAD
WARRENVILL, IL 60555

Date: 12/18/25
Contact: WLF/JMR
Designer: MAB

Sign Item

G

Scale: N/A

Revision Notes

R1 JMC 1/14/26: REVISED SIGN A AND REMOVED SIGN F

R2 JMC 1/16/26: ADDED BACK SIGN F

R3 JMC 1/28/26: ADDED SIGN G AND REMOVED SIGNS F, D, A, AND C. MOVED SIGNS B AND E TO SOUTH ELEVATION

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Customer Approval

Signature

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Attachment F

Traffic Impact Study
Proposed 7 Brew Coffee Shop

Warrenville, Illinois

Prepared For:

SEVEN BREW DRIVE THRU COFFEE

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

December 23, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed 7 Brew coffee shop in Warrenville, Illinois.

The site, which is currently occupied by a vacant building, is located at 28231 Diehl Road and is an outlot parcel within the Target anchored Cantera Commons shopping center. As proposed, the plans call for a 748 square-foot building with dual drive-through lanes. 7 Brew locations do not provide indoor seating, and all orders are facilitated through the drive-through. Access to the site will be provided via the existing access system serving the retail center.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed coffee shop will have on traffic conditions in the area, evaluate the adequacy of the drive-through stacking and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

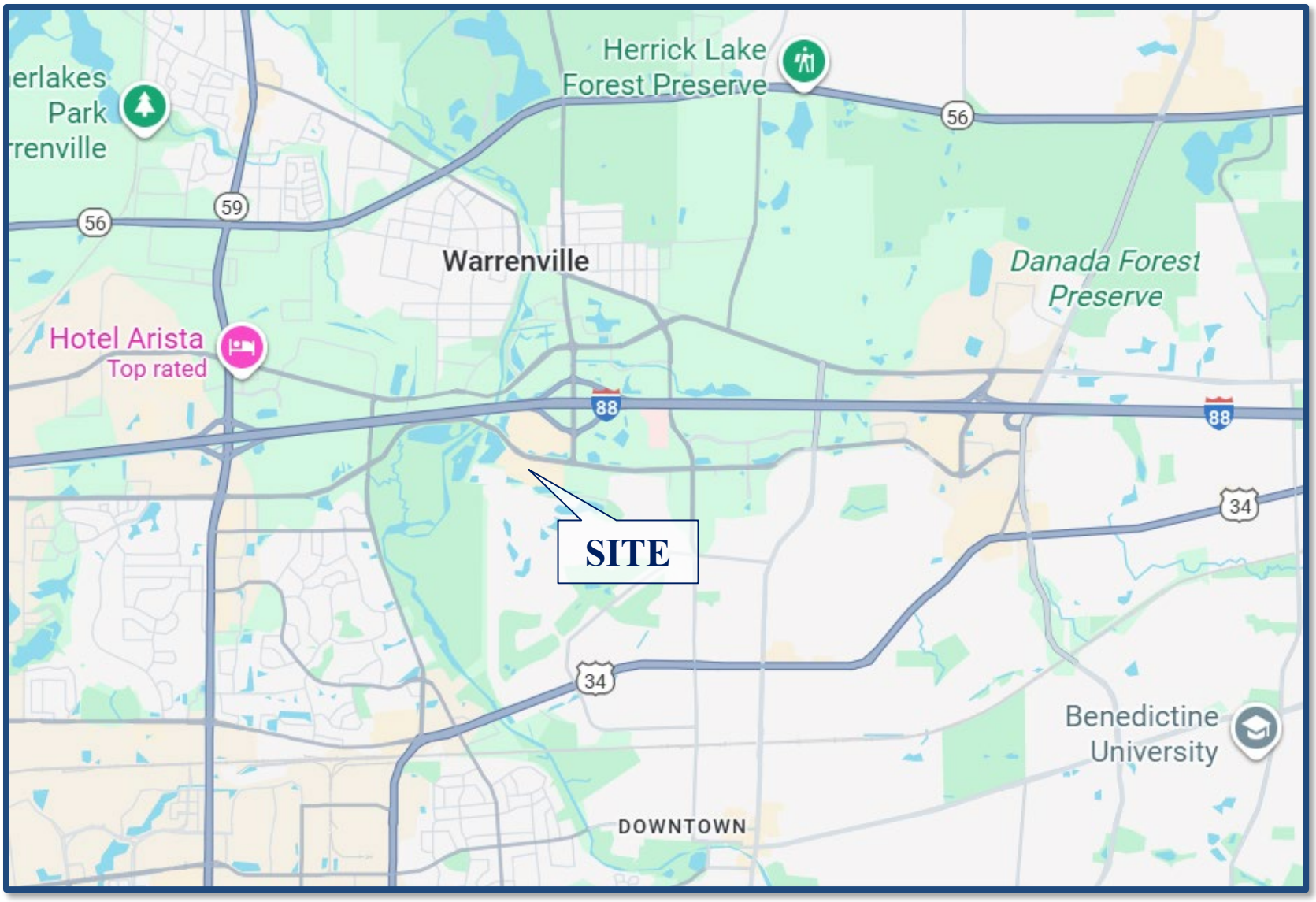
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening,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

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

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

2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.

3. Year 2031 Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is an outlot parcel in the Cantera Commons shopping center that is currently occupied by a vacant building, is bounded by Diehl Road to the north, a parking lot to the east, Madurai Kitchen and Bar to the west, and Dodge Drive to the south. Access to the shopping center is currently provided via a three-quarters access drive off Diehl Road and via Dodge Drive. Land uses within the vicinity of the site are primarily commercial and include Target, Chipotle, Sankalp – The Taste of India, and Starbucks.

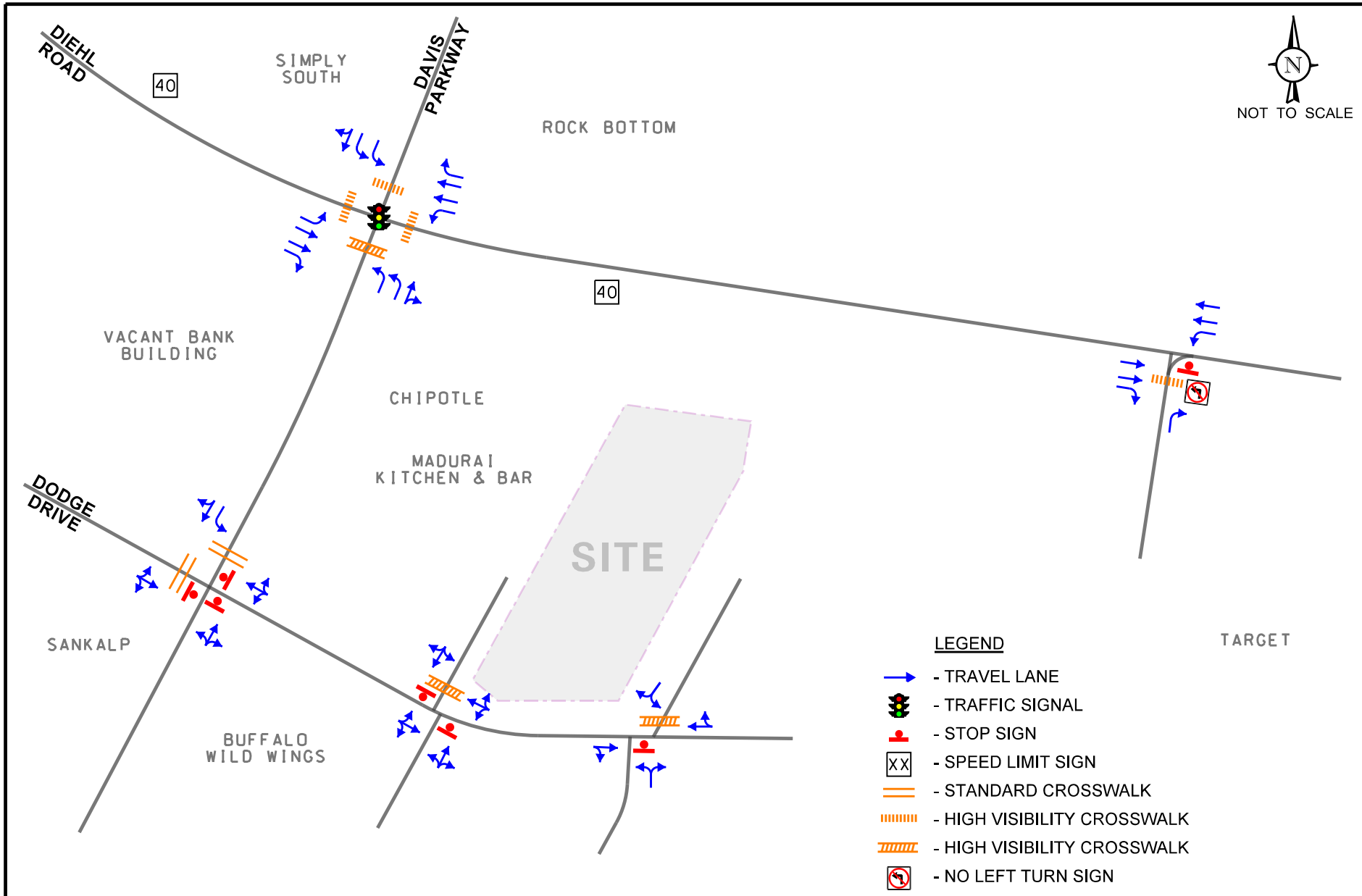
Existing Roadway System Characteristics

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

Diehl Road is an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Davis Parkway, Diehl Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersection with the three-quarters access drive, Diehl Road provides two through lanes and an exclusive right-turn lane on the eastbound approach and two through lanes and an exclusive left-turn lane on the westbound approach. Diehl Road is under the jurisdiction of the DuPage Department of Transportation (DuDOT), carries an annual average daily traffic (AADT) of 10,300 vehicles (Illinois Department of Transportation [IDOT] 2024), and has a posted speed limit of 40 miles per hour.

Davis Parkway is a north-south local roadway that generally provides one travel lane in each direction. At its signalized intersection with Diehl Road, Davis Parkway provides two exclusive left-turn lanes and a shared through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on both approaches. At its unsignalized intersection with Dodge Drive, Davis Parkway provides a shared left-turn/through/right-turn lane on the northbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach. The northbound approach is under stop sign control.

Dodge Drive is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Davis Parkway, Dodge Drive provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches and is under stop sign control.



7-Brew
Warrenville, Illinois

Existing Roadway Characteristics

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

Job No: 25-276

Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, October 7, 2025, during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, October 5, 2025, during the midday (12:00 to 2:00 P.M.) peak period at the following intersections:

- Diehl Road with Davis Parkway
- Davis Parkway with Dodge Drive
- Diehl Road with three-quarters access drive
- Dodge Drive with access road
- Dodge Drive with internal access road

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

Crash Data Summary

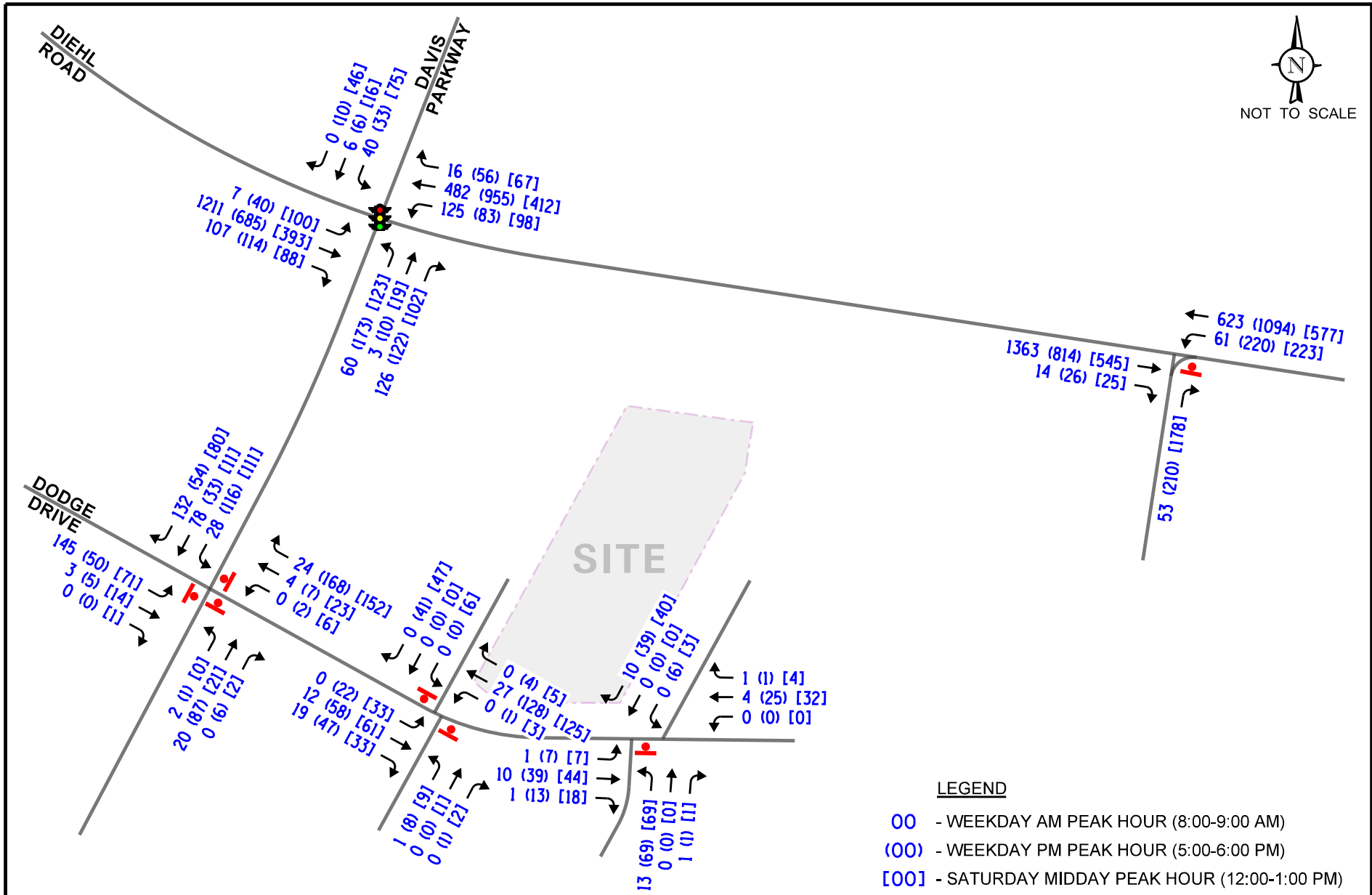
KLOA, Inc. obtained crash data for the past five years (2020 to 2024) for the intersections within the study area. It should be noted that all of the intersections experienced an average of less than one crash per year except the intersection of Diehl Road with Davis Parkway **Table 1** provides a summary of the crash data at that. Further, no fatalities were reported at the intersection during the study period.[1]

Table 1
DIEHL ROAD WITH DAVIS PARKWAY - CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	2	5	0	7	4	3	0
2021	0	0	0	1	0	2	0	3	1	2	0
2022	1	0	0	0	1	2	0	4	2	2	0
2023	0	0	0	0	0	2	0	2	2	0	0
2024	0	0	0	0	0	3	0	3	1	2	0
Total	**1**	**0**	**0**	**1**	**3**	**14**	**0**	**19**	**10**	**9**	**0**
Avg	**<1.0**	**--**	**--**	**<1.0**	**<1.0**	**2.8**	**--**	**3.8**	**2.0**	**1.8**	**--**

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

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



7-Brew
Warrenville, Illinois

Existing Traffic Volumes

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

Job No: 25-276

Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be developed to provide an approximately 748 square-foot 7 Brew coffee shop with dual drive-through lanes. 7 Brew locations do not provide indoor seating and all orders are facilitated through the drive-through. Therefore, the 18 proposed parking spaces provided within the site influence area are only intended to be utilized by team members. To accommodate the anticipated peak queue of the 7 Brew, the site has been sized and designed to accommodate stacking for 46 vehicles. A thorough discussion of the drive-through design, operations, and available and estimated stacking is included later in this report.

Access from the site to the external roadway network will provided via the existing access system serving the Cantera Commons shopping center, which consists of Davis Parkway which has a signalized intersection with Diehl Road and a three-quarter movement access drive on Diehl Road, located 650 feet east of Davis Parkway, as previously described.

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

Directional Distribution

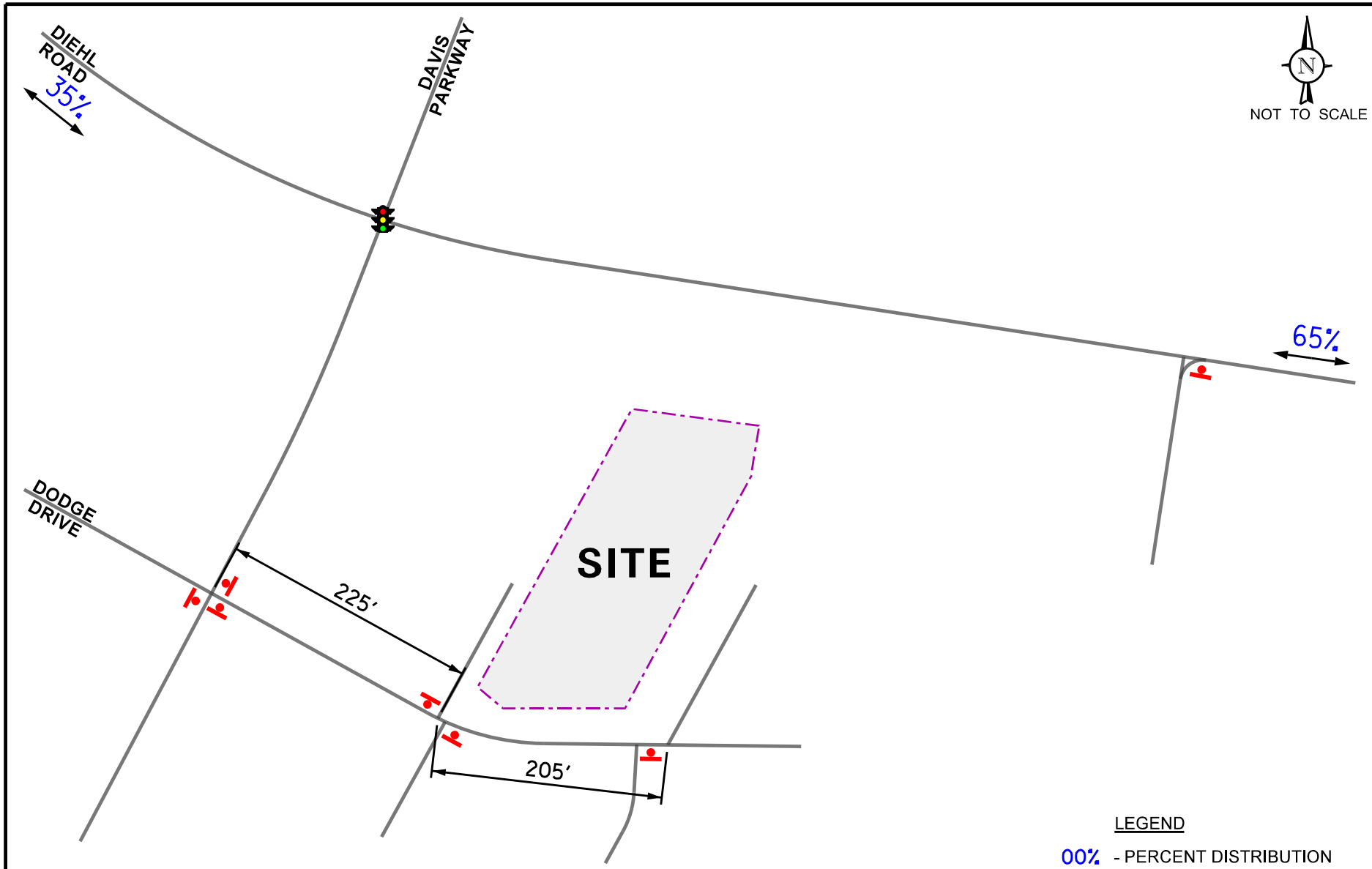
The directions from which vehicles will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the site-generated traffic.

Trip Generation Estimates

The number of peak hour trips estimated to be generated by the proposed coffee shop was based on the following:

- Vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). The "Coffee/Donut Shop with Drive-Through Window and No Indoor Seating" (Land-Use Code 938) trip rates were utilized. A copy of the ITE trip generation sheets is included in the Appendix.

- Trip generation surveys conducted at the existing 7 Brew locations at 1203 Iroquois Avenue in Naperville, 880 S. Rand Road in Lake Zurich, and 12980 IL Route 47 in Huntley.



7-Brew
Warrenville, Illinois

Directional Distribution

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

Job No: 25-276

Figure: 5

Table 2 summarizes the trips projected to be generated by the proposed development based on each methodology during the peak hours and daily. As can be seen from Table 2, the trip generation surveys yield the highest trip generation and, as such, the average trips based on the trip generation surveys were utilized as the base trip generation for the purposes of this evaluation.

It should be noted that based on information provided by ITE, a high percentage of trips made to drive-through coffee shops are diverted from the existing traffic on the area roadway system according to ITE surveys. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. However, for the purposes of this evaluation, no pass-by reduction was applied.

Furthermore, given that the subject site is an outlot parcel within a larger shopping center, it is anticipated that trips generated by 7 Brew will be multi-purpose trips to other land uses within the shopping center. However, no interaction reduction was applied to the estimated trip generation.

Lastly, it should be noted that when the trip generation surveys were conducted, the 7 Brew coffee chains were new to the Chicagoland area, which results in attracting customers from a larger trade area than established stores in other markets in the United States. Therefore, the trip generation surveys, that were conducted at three of the four total open and operating 7 Brew locations at the time is higher-than-average trip generation for a national average7 Brew coffee shop. As more 7 Brew locations open within the Chicagoland area, it is anticipated that the trip generation rates will decrease and stabilize. However, for the purposes of this evaluation, no reduction was applied to the trip generation to account for this in order to provide a conservative (worst-case) scenario.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES – PEAK HOURS

Methodology	Weekday Morning Peak Hour[1]			Weekday Evening Peak Hour[1]			Saturday Midday Peak Hour[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
ITE Land-Use Code 938 (2 Drive-Through Lanes)	44	45	89	15	15	30	--	--	--
Trip Generation Surveys (Naperville 7 Brew)	93	89	182	94	98	192	108	110	218
Trip Generation Surveys (Lake Zurich 7 Brew)	79	82	161	64	68	132	79	81	160
Trip Generation Surveys (Huntley 7 Brew)	103	97	200	86	95	181	94	92	186
Trip Generation Surveys (Average)	**92**	**89**	**181**	**81**	**87**	**168**	**94**	**94**	**188**

1 – Peak hour of adjacent roadway traffic

4. Projected Traffic Conditions

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

Site Traffic Assignment

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

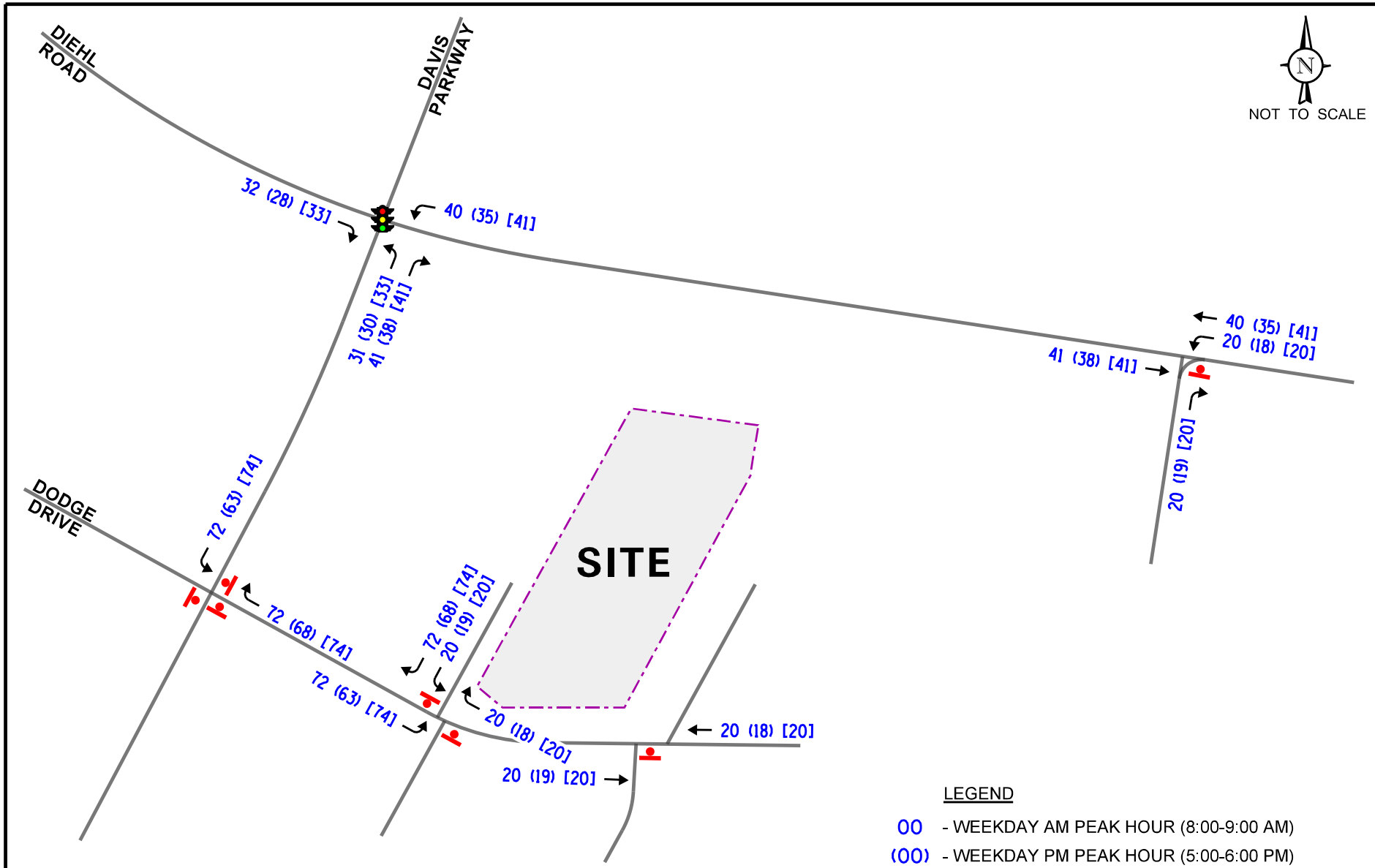
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of one percent per year for six years (buildout year plus five years) for a total of approximately six percent to project Year 2031 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Figure 7 illustrates the Year 2031 no-build conditions.

Total Projected Traffic Volumes

The site-generated traffic (Figure 6) was added to the existing traffic volumes increased by the regional growth factor (Figure 7) to determine the Year 2031 total projected traffic volumes, shown in **Figure 8**.



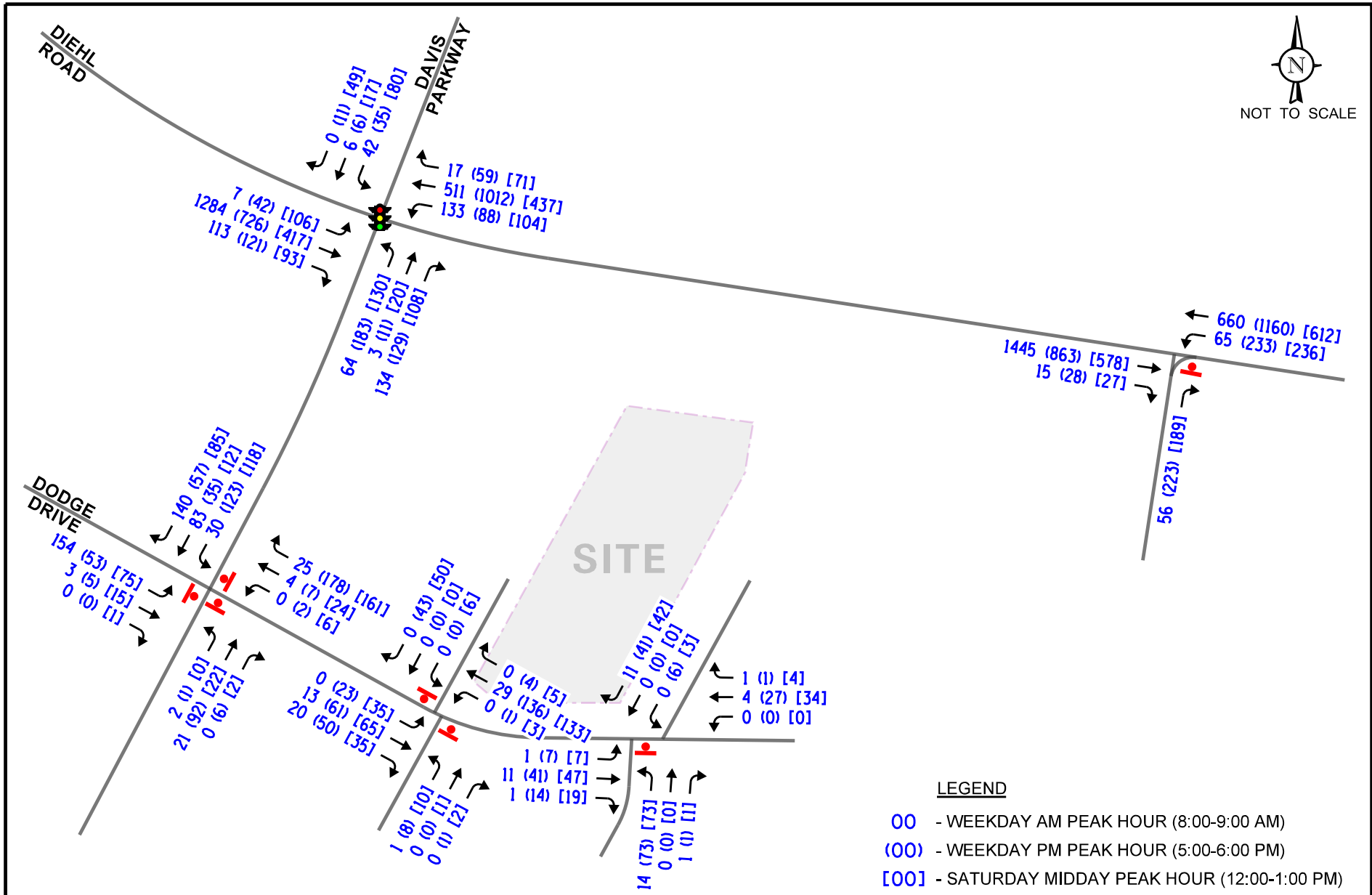
7-Brew
Warrenville, Illinois

Site-Generated Traffic Volumes
New Trips

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

Job No: 25-276

Figure: 6



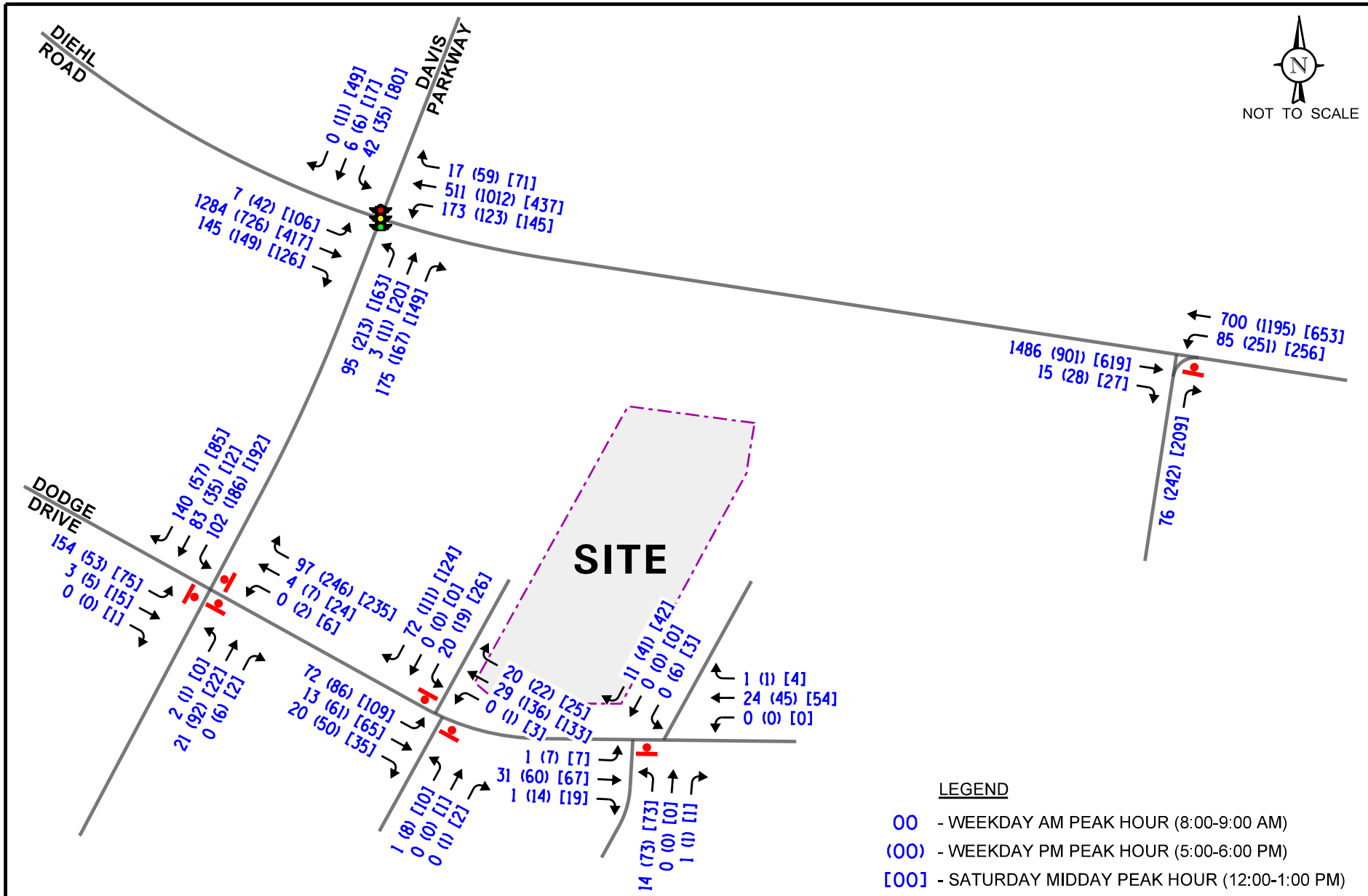
7-Brew
Warrenville, Illinois

Year 2031 No-Build Traffic Volumes

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

Job No: 25-276

Figure: 7



7-Brew
Warrenville, Illinois

Year 2031 Total Traffic Volumes

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

Job No: 25-276

Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 3** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – DIEHL ROAD WITH DAVIS PARKWAY – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound		Overall
		L	T	R	L	T	R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 5.0	B 15.2	A 1.1	B 11.0	A 6.3	A 0.0	D 42.4	C 20.4	D 50.9	D 49.2	B 13.9
		B – 14.0			A - 7.1			C – 27.4		D – 50.6		
	Weekday Evening	A 5.3	B 10.1	A 0.7	A 5.0	A 9.8	A 0.5	E 71.0	C 21.6	E 71.7	D 46.4	B 15.4
		A – 8.6			A – 9.0			D – 49.6		E – 63.4		
	Saturday Midday	A 5.1	A 9.6	A 1.0	A 5.1	A 9.7	A 1.2	E 59.2	C 22.4	E 62.2	C 28.2	B 16.5
		A – 7.6			A – 8.0			D – 40.9		D – 46.8		
No-Build Conditions	Weekday Morning	A 5.0	B 16.1	A 1.2	B 16.9	A 6.4	A 0.0	D 42.4	C 20.6	D 50.9	D 49.3	B 14.8
		B – 14.8			A – 8.4			C – 27.6		D – 50.7		
	Weekday Evening	A 5.5	B 10.5	A 0.7	A 5.3	B 10.3	A 0.6	E 71.2	C 21.5	E 71.8	D 45.2	B 15.8
		A – 8.9			A – 9.4			D – 49.7		E – 63.1		
	Saturday Midday	A 5.3	A 10.0	A 1.0	A 5.3	B 10.0	A 1.2	E 59.2	C 22.3	E 62.4	C 28.0	B 16.7
		A – 7.8			A – 8.2			D – 40.9		D – 46.9		
Projected Conditions	Weekday Morning	A 5.3	B 17.4	A 1.3	C 28.6	A 6.5	A 0.0	D 42.5	C 20.1	D 50.9	D 50.2	B 16.7
		B – 15.7			B – 11.8			C – 27.9		D – 50.8		
	Weekday Evening	A 6.0	B 11.6	A 0.8	A 6.1	B 10.9	A 0.7	E 71.5	C 20.0	E 71.8	D 45.2	B 16.7
		A – 9.6			A – 9.9			D – 48.0		E – 63.1		
	Saturday Midday	A 5.7	B 11.0	A 1.0	A 5.9	B 10.6	A 1.4	E 59.1	C 20.2	E 62.4	C 28.0	B 17.3
		A – 8.2			A – 8.6			D – 39.3		D – 46.9		

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

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Diehl Road with three-quarters access drive[1]						
• Northbound Approach	C	16.8	B	14.9	B	11.8
• Westbound Left Turn	B	14.3	B	11.5	A	9.8
Dodge Drive with access road[1]						
• Northbound Approach	A	8.8	B	10.4	B	11.0
• Eastbound Left Turn	--	--	A	7.5	A	7.6
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	--	--	A	9.1	A	9.6
Dodge Drive with internal access road[1]						
• Northbound Approach	A	8.7	A	9.6	A	9.7
• Eastbound Left Turn	A	7.2	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.4	A	8.6	A	8.6
Davis Parkway with Dodge Drive[2]						
• Intersection Capacity Utilization (ICU)	A	33.7%	A	37.3%	A	38.5%

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – Three-way stop control

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

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Diehl Road with three-quarters access drive[1]						
• Northbound Approach	C	17.9	C	15.9	B	12.2
• Westbound Left Turn	C	15.3	B	12.1	B	10.1
Dodge Drive with access road[1]						
• Northbound Approach	A	8.9	B	10.5	B	11.3
• Eastbound Left Turn	--	--	A	7.5	A	7.7
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	--	--	A	9.2	A	9.6
Dodge Drive with internal access road[1]						
• Northbound Approach	A	8.8	A	9.6	A	9.8
• Eastbound Left Turn	A	7.2	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.4	A	8.6	A	8.6
Davis Parkway with Dodge Drive[2]						
• Intersection Capacity Utilization (ICU)	A	35.0%	A	38.3%	A	39.7%

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – Three-way stop control

Table 6
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Diehl Road with three-quarters access drive[1]						
• Northbound Approach	C	19.6	C	17.2	B	12.9
• Westbound Left Turn	C	16.5	B	12.8	B	10.5
Dodge Drive with access road[1]						
• Northbound Approach	B	11.0	B	12.6	B	14.8
• Eastbound Left Turn	A	7.5	A	7.7	A	7.9
• Westbound Left Turn	--	--	A	7.4	A	7.4
• Southbound Approach	A	9.5	B	10.3	B	11.5
Dodge Drive with internal access road[1]						
• Northbound Approach	A	9.1	A	10.0	B	10.2
• Eastbound Left Turn	A	7.3	A	7.3	A	7.3
• Westbound Left Turn	--	--	--	--	--	--
• Southbound Approach	A	8.5	A	8.7	A	8.7
Davis Parkway with Dodge Drive[2]						
• Intersection Capacity Utilization (ICU)	A	35.0%	A	46.0%	A	48.4%

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – Three-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the site-generated traffic. It should be noted that the results of the capacity analyses are reflective of a worst-case evaluation given that (1) no pass-by reduction was applied to the estimated vehicle trip generation, (2) no interaction reduction was applied to the estimated vehicle trip generation, and (3) the trip generation was not reduced to account for a stabilized Chicagoland market in which more 7 Brew locations are constructed and operational.

Diehl Road with Davis Parkway

The results of the capacity analysis indicate the following:

- The intersection overall currently operates at Level of Service (LOS) B during the weekday morning, weekday evening, and Saturday midday peak hours.

- All of the movements on the eastbound and westbound approaches currently operate at LOS B or better and the movements on the northbound and southbound approaches currently operate at LOS E or better. However, this due to the operation of the northbound and southbound left-turn movements under a protected phase only.

- Under no-build conditions, the intersection overall is projected to continue operating at existing levels of service during the peak hours. All approaches are projected to continue operating at existing LOS.

- Under total projected conditions, the intersection overall is projected to continue to operate at LOS B during the peak hours and all approaches are projected to continue to operate at existing LOS except for the westbound approach during the weekday morning peak hour which is projected to operate at LOS B.

    - The volume to capacity ratio for the northbound left-turn movements is projected to be less than one during all three peak hours indicating the approach has sufficient capacity to accommodate the projected traffic volumes.

    - The 95th percentile queues for the northbound left-turn movements are projected to be 64, 159, and 108 feet during the peak hours, respectively.

        - These queues are projected to be one to two vehicles longer than no-build conditions.

        - A review of the simulation indicate that these queues clear the intersection with every southbound green phase.

- These queues are not projected to extend beyond the intersection of Dodge Drive with Davis Parkway, which is approximately 280 feet south of the northbound stop bar.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed 7 Brew. As previously indicated, the trip generation surveys conducted at the existing 7 Brew locations were utilized as is, without taking any reduction in trip generation to account for additional 7 Brew locations to be constructed in the Chicagoland area, as discussed in the following section. Therefore, the results of the capacity analysis represent a conservative (worst-case) analysis.

Diehl Road with Three-Quarters Access Drive

The results of the capacity analysis indicate the following:

- The northbound approach currently operates at LOS C or better during the peak hours and the westbound left-turn movement currently operates at LOS B or better.

- Under no-build and total projected conditions, the northbound approach and westbound left-turn movement are projected to operate at LOS C or better.

- The 95th percentile queue for the westbound left-turn is projected to be one to two vehicles during the weekday evening and Saturday midday peak hours which can be accommodated within the existing turn lane storage.

- The 95th percentile queue for the northbound approach is projected to be two to three vehicles during the weekday evening peak hour which will not extend past the access drive on the north side of the Target.

Overall, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed 7 Brew and no roadway or traffic control improvements are required.

Dodge Drive with Access Road

The results of the capacity analysis indicate the following:

- The northbound approach currently operates at LOS B or better during the peak hours. The eastbound and westbound left-turn movements and the southbound approach currently operate at LOS A during the peak hours.

- Under no-build conditions, the critical movements at this intersection are projected to continue to operate at existing LOS.

- Under total projected conditions, the northbound and southbound approaches are projected to operate at LOS B or better and the eastbound and westbound left-turn movements are projected to continue to operate at LOS A.

As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed 7 Brew and will ensure efficient and flexible access is provided to the site. No roadway or traffic control improvements will be required.

Dodge Drive with Internal Access Road

The results of the capacity analysis indicate the following:

- All critical movements at this intersection operate at LOS A during the peak hours.
- Under no-build conditions, the critical movements at this intersection are projected to continue to operate at LOS A during the peak hours.
- Under total projected conditions, the critical movements at this intersection are projected to continue to operate at LOS A during the peak hours except the northbound approach during the Saturday midday peak hour which is projected to operate at LOS B.

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

Davis Parkway with Dodge Drive

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 34 percent of the capacity of the intersection during the weekday morning peak hour, approximately 37 percent of its capacity during the weekday evening peak hour, and approximately 39 percent of its capacity during the Saturday midday peak hour. Under future conditions it is projected that the intersection will utilize approximately 35 percent of its capacity during the weekday morning peak hour, 46percent of its capacity during the weekday evening peak hour, and 48 percent of its capacity during the Saturday midday peak hour. As a result, the intersection will continue to operate efficiently and with minimal delays.

It should be noted that the 95th percentile queue for the westbound approach, based on a review of simulation, indicates that it will not exceed three vehicles, which will not extend to the access road serving the site.

Overall Access Evaluation

The location of the site as an outlot parcel within a larger shopping center provides for excellent site access flexibility that allows for numerous locations for site-generated traffic to travel to/from the area roadway network and for internal trip capture with the other retail, restaurant, office, and hospitality land-uses. As can be seen from the results of the capacity analyses, this access flexibility results in a limited impact on the overall roadway network and limits the impact of the site at one specific location.

Drive-Through Evaluation

As previously indicated, the site will provide dual drive-through lanes. Typical of all 7 Brew sites, there is no ordering board or ordering speakers and all orders are taken by team members via iPads within the drive-through lanes. Payment is taken at the time of ordering. Vehicles circulate the site and pick up their orders at the front of the drive-through queue where team members walk orders to the vehicles. At the proposed site, the order pick-up area is located on the northeast side of the site and vehicles will circulate the site in a counterclockwise direction with queues extending along the east, south, and west sides of the site.

In order to determine the projected peak stacking of vehicles, observations were conducted at two existing 7 Brew locations in Naperville in March 2025 and Lake Zurich in May 2025 during the hours of operation on Thursday, Friday, Saturday, and Sunday. The results of the observations indicated that the peak observed queuing at the Naperville location was 71 vehicles, which occurred Sunday at 4:30 P.M., and the peak queue observed at the Lake Zurich location was 45 vehicles, which occurred on Saturday at 3:15 P.M.

However, it should be noted that the current queues resulting at the Naperville and Lake Zurich locations (as well as other Chicagoland locations) are a result of 7 Brew coffee shops being new to the Chicagoland region with only four locations open as of July 2025 and the popularity of the product in this market. Therefore, as more 7 Brew locations are constructed, the trips generated and on-site queueing by the Chicagoland locations will reduce and stabilize. As of July 2025, there are 13 other approved or under construction 7 Brew locations with the closest locations in Wheaton, Joliet, Lockport, Bolingbrook, and Bloomingdale with numerous other locations planned.

As such, to determine what the queue of the proposed 7 Brew location will be in the future when additional locations are constructed and the Chicagoland market has stabilized, KLOA Inc. reviewed the following:

- A 7 Brew operations memorandum prepared by Stonefield Engineering and Design, LLC, dated October 15, 2024, for an established 7 Brew location in Sinking Spring, Pennsylvania.

- Sales and zip code data for the Naperville and Lake Zurich locations and three other national average established 7 Brew locations.

7 Brew Observation Technical Memorandum

In this memorandum, Stonefield Engineering and Design, LLC conducted operational observations at the existing 7 Brew location at 3582 Penn Avenue in Sinking Spring, Pennsylvania during peak activities of the store on a Friday and Saturday in April 2024. It should be noted that there are only two 7 Brew locations within this area with the other store located approximately six miles from the study location. The following summarizes the key findings of the observations:

- The average transaction time during the review period ranged from three minutes and 44 seconds to four minutes and 36 seconds, with a maximum transaction time of 15 minutes and 23 seconds.

- The maximum queue observed during the review period was 15 vehicles, with an average queue of 10 vehicles.

Sales and Zip Code Data for 7 Brew Locations

The existing sales volume of the Naperville and Lake Zurich 7 Brew locations were compared to the following three established 7 Brew locations nationally:

- 217 N. Thompson Lane in Murfreesboro, Tennessee 37129
- 1815 N. Main Street in Shelbyville, Tennessee 37160
- 552 Island Ford Road in Madisonville, Kentucky 42431

The sales and transaction data for the four locations over a two-week period was reviewed. The review of the data indicates the following:

- Weekly sales at the national average locations were approximately 53 to 58 percent less than the Naperville location.

- While the Monday through Thursday sales at the national average locations are consistent with the Lake Zurich location, on Friday through Sunday the sales at the national average locations are 13 to 22 percent less than the Lake Zurich location.

- On a weekly basis, the national average locations have approximately 56 percent less sales than the Naperville location and ten percent less sales than the Lake Zurich location.

In addition to the transaction data, the zip code origins of Naperville and Lake Zurich customers over a two-week period were compared to the three national average locations. The following summarizes the comparison of the data:

- At the Naperville location, one percent of customers originate within one mile, four percent originate between one and two miles, 15 percent originate within two and five miles, 25 percent originate within five to ten miles, and 55 percent originate over 10 miles from the location (80 percent over five miles).

- At the Lake Zurich location, five percent of customers originate within one mile, three percent originate between one and two miles, 16 percent originate within two and five miles, 40 percent originate within five to ten miles, and 36 percent originate over 10 miles from the location (76 percent over five miles).

- At the three established locations on average, five percent of customers originate within one mile, 13 percent originate between one and two miles, 30 percent originate within two and five miles, 16 percent originate within five to ten miles, and 36 percent originate over 10 miles from the location (52 percent over five miles).

- As previously indicated, there are currently 13 other approved or under construction 7 Brew locations in the Chicagoland area.

    - Four of the approved locations are expected to result in at least 13 to 16 percent reduction in sales at the Naperville location.

    - Three approved 7 Brew locations are expected to result in an approximately 14 to 18 percent reduction in sales at the Lake Zurich location.

Estimated Peak Queue Reductions

As can be seen from the above, the Naperville and Lake Zurich locations are pulling a higher percentage of customers from a wider trade area than the other three national average locations which are resulting in higher trip generation, vehicle queueing, and sales compared to national average locations.

Therefore, it is anticipated that with the opening of the Warrenville location and the previously identified and soon to be constructed locations (13 total) and when sales at the existing locations become more reflective of a national average location, the peak queues are projected to be reduced as follows:

- The Naperville peak queue is anticipated to be reduced by at least 53 percent. As such, the peak queue for the Naperville location in a stabilized market is estimated to be 33 vehicles.

- The Lake Zurich peak queue is anticipated to be reduced by 25 to 30 percent. As such, the peak queue for the Lake Zurich location in a stabilized market is estimated to be 31 to 34 vehicles.

As previously indicated, approximately 55 percent and 36 percent of sales at the Naperville and Lake Zurich locations, respectively, have zip codes greater than ten miles from each location. Of which, approximately 49 percent and 31 percent are within a radius of 10 to 30 miles, respectively. When the percentages for this radius are compared to the sale of the national average locations, an average of 25 percent of sales occur within this radius. Therefore, it is anticipated that the peak queues are anticipated to be further reduced.

However, to mitigate concerns related to vehicle queueing at the subject location, the site has been designed to provide more than adequate stacking (46 vehicles) to accommodate the estimated peak queue of 33 to 34 vehicles based on surveys conducted at existing 7 Brew locations and a review of sales data available for the existing two locations and three national average locations.

6. Conclusion

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

- Access to the site will provided via the existing access system serving the Cantera Commons shopping center, which consists of Davis Parkway and a three-quarters (right-in/left-in/right-out) access drive off Diehl Road that is located approximately 650 feet east of Davis Parkway.

- The signalized intersection of Diehl Road with Davis Parkway has sufficient reserve capacity to accommodate the traffic estimated to be generated by 7 Brew and no roadway improvements or signal modifications are required.

- The volume of traffic estimated to be generated by 7 Brew, based on surveys conducted at the three locations, will have a limited impact on the available capacity of the access system serving the shopping center.

- It is anticipated that with additional 7 Brew locations built in the Chicagoland region, the existing trip generation and queueing, as surveyed at the Naperville and Lake Zurich locations, will be reduced.

- Based on a review of queueing surveys conducted at the Naperville and Lake Zurich 7 Brew locations and sales/zip code information for the Naperville and Lake Zurich locations and three national average locations, it is anticipated that the peak queue for the subject 7 Brew site will be up to 34 vehicles.

- The proposed stacking for 46 vehicles will provide more than adequate stacking to accommodate the peak queue projected for the subject 7 Brew location.

Appendix

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

Traffic Count Summary Sheets

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

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

Count Name: Diehl Rd and Access Dr TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Data

Start Time	Diehl Rd Eastbound					Diehl Rd Westbound					access dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:00 PM	0	128	13	0	141	1	45	139	0	185	0	0	40	0	40	366
12:15 PM	0	159	6	0	165	0	45	131	0	176	0	0	42	0	42	383
12:30 PM	0	139	5	0	144	1	52	131	0	184	0	0	45	0	45	373
12:45 PM	0	134	7	0	141	0	57	153	0	210	0	0	38	0	38	389
Hourly Total	0	560	31	0	591	2	199	554	0	755	0	0	165	0	165	1511
1:00 PM	0	133	2	0	135	0	52	141	0	193	0	0	44	0	44	372
1:15 PM	0	129	10	0	139	2	59	135	0	196	0	0	46	0	46	381
1:30 PM	0	149	6	0	155	1	55	148	0	204	0	0	50	0	50	409
1:45 PM	0	167	7	0	174	2	53	133	0	188	0	0	49	0	49	411
Hourly Total	0	578	25	0	603	5	219	557	0	781	0	0	189	0	189	1573
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	201	2	0	203	1	9	107	0	117	0	0	4	0	4	324
7:15 AM	0	287	1	0	288	2	14	125	0	141	0	0	7	0	7	436
7:30 AM	0	344	6	0	350	1	16	130	0	147	0	0	13	0	13	510
7:45 AM	0	361	2	0	363	0	10	172	0	182	0	0	15	0	15	560
Hourly Total	0	1193	11	0	1204	4	49	534	0	587	0	0	39	0	39	1830
8:00 AM	0	369	1	0	370	0	14	157	0	171	0	1	13	0	14	555
8:15 AM	0	289	5	0	294	1	21	152	0	174	0	0	12	0	12	480
8:30 AM	0	261	6	0	267	0	15	137	0	152	0	0	13	0	13	432
8:45 AM	0	241	6	0	247	0	21	149	0	170	0	0	20	0	20	437
Hourly Total	0	1160	18	0	1178	1	71	595	0	667	0	1	58	0	59	1904
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	213	8	0	221	1	57	244	0	302	0	0	44	0	44	567
4:15 PM	0	195	7	0	202	0	64	221	0	285	0	0	47	0	47	534
4:30 PM	0	206	5	0	211	0	56	249	0	305	0	0	48	0	48	564
4:45 PM	0	210	2	0	212	1	57	259	0	317	0	0	70	0	70	599
Hourly Total	0	824	22	0	846	2	234	973	0	1209	0	0	209	0	209	2264
5:00 PM	0	202	6	0	208	0	52	307	0	359	0	0	46	0	46	613
5:15 PM	0	196	13	0	209	0	55	274	0	329	0	0	46	0	46	584
5:30 PM	0	173	6	0	179	1	50	239	0	290	0	0	39	0	39	508
5:45 PM	0	198	4	0	202	0	49	239	0	288	0	0	56	0	56	546
Hourly Total	0	769	29	0	798	1	206	1059	0	1266	0	0	187	0	187	2251
Grand Total	0	5084	136	0	5220	15	978	4272	0	5265	0	1	847	0	848	11333
Approach %	0.0	97.4	2.6	-	-	0.3	18.6	81.1	-	-	0.0	0.1	99.9	-	-	-
Total %	0.0	44.9	1.2	-	46.1	0.1	8.6	37.7	-	46.5	0.0	0.0	7.5	-	7.5	-
Lights	0	5015	136	-	5151	15	969	4202	-	5186	0	1	840	-	841	11178

% Lights	-	98.6	100.0	-	98.7	100.0	99.1	98.4	-	98.5	-	100.0	99.2	-	99.2	98.6
Buses	0	22	0	-	22	0	5	13	-	18	0	0	3	-	3	43
% Buses	-	0.4	0.0	-	0.4	0.0	0.5	0.3	-	0.3	-	0.0	0.4	-	0.4	0.4
Single-Unit Trucks	0	33	0	-	33	0	2	44	-	46	0	0	3	-	3	82
% Single-Unit Trucks	-	0.6	0.0	-	0.6	0.0	0.2	1.0	-	0.9	-	0.0	0.4	-	0.4	0.7
Articulated Trucks	0	14	0	-	14	0	2	12	-	14	0	0	1	-	1	29
% Articulated Trucks	-	0.3	0.0	-	0.3	0.0	0.2	0.3	-	0.3	-	0.0	0.1	-	0.1	0.3
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Diehl Rd and Access Dr TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Diehl Rd Eastbound					Diehl Rd Westbound					access dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:45 PM	0	134	7	0	141	0	57	153	0	210	0	0	38	0	38	389
1:00 PM	0	133	2	0	135	0	52	141	0	193	0	0	44	0	44	372
1:15 PM	0	129	10	0	139	2	59	135	0	196	0	0	46	0	46	381
1:30 PM	0	149	6	0	155	1	55	148	0	204	0	0	50	0	50	409
Total	0	545	25	0	570	3	223	577	0	803	0	0	178	0	178	1551
Approach %	0.0	95.6	4.4	-	-	0.4	27.8	71.9	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	35.1	1.6	-	36.8	0.2	14.4	37.2	-	51.8	0.0	0.0	11.5	-	11.5	-
PHF	0.000	0.914	0.625	-	0.919	0.375	0.945	0.943	-	0.956	0.000	0.000	0.890	-	0.890	0.948
Lights	0	542	25	-	567	3	223	570	-	796	0	0	178	-	178	1541
% Lights	-	99.4	100.0	-	99.5	100.0	100.0	98.8	-	99.1	-	-	100.0	-	100.0	99.4
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	2	0	-	2	0	0	6	-	6	0	0	0	-	0	8
% Single-Unit Trucks	-	0.4	0.0	-	0.4	0.0	0.0	1.0	-	0.7	-	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.1	-	-	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Diehl Rd and Access Dr TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Diehl Rd Eastbound					Diehl Rd Westbound					access dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	344	6	0	350	1	16	130	0	147	0	0	13	0	13	510
7:45 AM	0	361	2	0	363	0	10	172	0	182	0	0	15	0	15	560
8:00 AM	0	369	1	0	370	0	14	157	0	171	0	1	13	0	14	555
8:15 AM	0	289	5	0	294	1	21	152	0	174	0	0	12	0	12	480
Total	0	1363	14	0	1377	2	61	611	0	674	0	1	53	0	54	2105
Approach %	0.0	99.0	1.0	-	-	0.3	9.1	90.7	-	-	0.0	1.9	98.1	-	-	-
Total %	0.0	64.8	0.7	-	65.4	0.1	2.9	29.0	-	32.0	0.0	0.0	2.5	-	2.6	-
PHF	0.000	0.923	0.583	-	0.930	0.500	0.726	0.888	-	0.926	0.000	0.250	0.883	-	0.900	0.940
Lights	0	1343	14	-	1357	2	56	583	-	641	0	1	49	-	50	2048
% Lights	-	98.5	100.0	-	98.5	100.0	91.8	95.4	-	95.1	-	100.0	92.5	-	92.6	97.3
Buses	0	9	0	-	9	0	3	8	-	11	0	0	1	-	1	21
% Buses	-	0.7	0.0	-	0.7	0.0	4.9	1.3	-	1.6	-	0.0	1.9	-	1.9	1.0
Single-Unit Trucks	0	8	0	-	8	0	1	16	-	17	0	0	2	-	2	27
% Single-Unit Trucks	-	0.6	0.0	-	0.6	0.0	1.6	2.6	-	2.5	-	0.0	3.8	-	3.7	1.3
Articulated Trucks	0	3	0	-	3	0	1	4	-	5	0	0	1	-	1	9
% Articulated Trucks	-	0.2	0.0	-	0.2	0.0	1.6	0.7	-	0.7	-	0.0	1.9	-	1.9	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Diehl Rd and Access Dr TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Diehl Rd Eastbound					Diehl Rd Westbound					access dr Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	206	5	0	211	0	56	249	0	305	0	0	48	0	48	564
4:45 PM	0	210	2	0	212	1	57	259	0	317	0	0	70	0	70	599
5:00 PM	0	202	6	0	208	0	52	307	0	359	0	0	46	0	46	613
5:15 PM	0	196	13	0	209	0	55	274	0	329	0	0	46	0	46	584
Total	0	814	26	0	840	1	220	1089	0	1310	0	0	210	0	210	2360
Approach %	0.0	96.9	3.1	-	-	0.1	16.8	83.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	34.5	1.1	-	35.6	0.0	9.3	46.1	-	55.5	0.0	0.0	8.9	-	8.9	-
PHF	0.000	0.969	0.500	-	0.991	0.250	0.965	0.887	-	0.912	0.000	0.000	0.750	-	0.750	0.962
Lights	0	810	26	-	836	1	220	1078	-	1299	0	0	208	-	208	2343
% Lights	-	99.5	100.0	-	99.5	100.0	100.0	99.0	-	99.2	-	-	99.0	-	99.0	99.3
Buses	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	-	0.5	-	0.5	0.1
Single-Unit Trucks	0	2	0	-	2	0	0	5	-	5	0	0	1	-	1	8
% Single-Unit Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.5	-	0.4	-	-	0.5	-	0.5	0.3
Articulated Trucks	0	2	0	-	2	0	0	4	-	4	0	0	0	-	0	6
% Articulated Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.4	-	0.3	-	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
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Count Name: Diehl Road with Davis Parkway - Full
Site Code:
Start Date: 10/04/2025

Turning Movement Data

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	15	110	27	0	152	0	20	115	5	0	140	0	33	3	27	0	63	0	10	3	5	0	18	373
11:15 AM	0	20	111	19	0	150	0	20	103	8	0	131	0	25	4	21	1	50	0	10	1	4	0	15	346
11:30 AM	0	17	115	11	0	143	0	23	102	19	0	144	0	32	2	25	0	59	0	14	1	8	0	23	369
11:45 AM	0	20	111	31	0	162	0	23	93	12	0	128	0	28	3	27	0	58	0	10	2	4	0	16	364
Hourly Total	0	72	447	88	0	607	0	86	413	44	0	543	0	118	12	100	1	230	0	44	7	21	0	72	1452
12:00 PM	0	22	112	31	0	165	0	22	97	13	0	132	0	30	3	21	0	54	0	8	1	1	0	10	361
12:15 PM	0	24	127	20	0	171	0	21	90	19	0	130	0	23	3	21	0	47	0	15	3	1	0	19	367
12:30 PM	0	23	97	22	0	142	0	28	89	15	0	132	0	34	3	32	0	69	0	14	1	6	0	21	364
12:45 PM	0	29	95	25	0	149	0	22	100	22	0	144	0	38	8	29	0	75	0	17	6	13	0	36	404
Hourly Total	0	98	431	98	0	627	0	93	376	69	0	538	0	125	17	103	0	245	0	54	11	21	0	86	1496
1:00 PM	0	22	90	15	0	127	0	37	95	16	0	148	0	24	4	26	0	54	0	11	3	7	0	21	350
1:15 PM	0	25	96	26	0	147	0	24	99	16	0	139	0	26	4	23	0	53	0	18	2	11	0	31	370
1:30 PM	0	24	100	22	0	146	0	13	113	13	0	139	0	35	3	24	0	62	0	29	5	15	0	49	396
1:45 PM	0	21	108	22	0	151	0	18	93	16	0	127	0	21	4	33	0	58	0	27	5	20	0	52	388
Hourly Total	0	92	394	85	0	571	0	92	400	61	0	553	0	106	15	106	0	227	0	85	15	53	0	153	1504
2:00 PM	0	15	91	14	0	120	0	23	92	9	0	124	0	32	5	28	0	65	0	19	4	20	0	43	352
2:15 PM	1	16	110	29	0	156	0	9	93	16	0	118	0	40	1	24	0	65	0	25	2	22	0	49	388
2:30 PM	0	14	92	19	0	125	0	13	95	10	0	118	0	35	1	22	0	58	0	24	5	17	0	46	347
2:45 PM	0	14	86	20	0	120	0	9	82	7	0	98	0	35	4	19	0	58	0	21	5	11	0	37	313
Hourly Total	1	59	379	82	0	521	0	54	362	42	0	458	0	142	11	93	0	246	0	89	16	70	0	175	1400
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	2	182	19	0	203	0	19	82	2	0	103	0	6	0	20	0	26	0	9	2	1	0	12	344
7:15 AM	0	2	246	23	0	271	0	24	101	3	0	128	0	14	2	21	0	37	0	10	0	2	0	12	448
7:30 AM	0	2	300	27	0	329	0	23	109	3	0	135	0	12	0	32	0	44	0	13	1	0	0	14	522
7:45 AM	0	1	332	30	0	363	0	32	144	3	0	179	0	22	0	31	0	53	0	11	2	0	0	13	608
Hourly Total	0	7	1060	99	0	1166	0	98	436	11	0	545	0	54	2	104	0	160	0	43	5	3	0	51	1922
8:00 AM	1	3	281	21	0	306	0	34	101	4	1	139	0	10	3	34	0	47	0	9	3	0	0	12	504
8:15 AM	0	1	252	27	0	280	0	34	128	6	0	168	0	16	0	29	0	45	0	7	0	0	0	7	500
8:30 AM	0	3	225	22	0	250	0	29	102	3	0	134	0	16	0	20	0	36	0	6	0	0	0	6	426
8:45 AM	0	1	207	32	0	240	0	38	111	0	0	149	0	13	0	36	0	49	0	3	1	0	0	4	442
Hourly Total	1	8	965	102	0	1076	0	135	442	13	1	590	0	55	3	119	0	177	0	25	4	0	0	29	1872
9:00 AM	0	2	176	17	0	195	0	33	104	3	0	140	0	18	2	19	0	39	0	5	1	1	0	7	381
9:15 AM	0	4	169	18	0	191	1	35	114	3	0	153	0	19	2	19	0	40	0	5	0	1	1	6	390
9:30 AM	0	4	102	26	0	132	0	24	98	2	0	124	0	21	1	25	0	47	0	6	1	0	0	7	310
9:45 AM	0	3	100	33	0	136	0	28	82	4	0	114	0	13	1	39	0	53	0	5	0	1	0	6	309

Hourly Total	0	13	547	94	0	654	1	120	398	12	0	531	0	71	6	102	0	179	0	21	2	3	1	26	1390
10:00 AM	0	6	92	15	0	113	0	20	83	4	0	107	0	20	2	18	0	40	0	8	1	0	1	9	269
10:15 AM	0	7	88	18	0	113	0	23	95	4	0	122	0	14	3	22	0	39	0	3	2	1	0	6	280
10:30 AM	0	11	117	18	0	146	0	22	73	5	0	100	0	16	2	23	0	41	0	5	2	2	0	9	296
10:45 AM	0	6	110	22	0	138	0	27	91	6	0	124	0	26	3	26	0	55	0	3	3	2	0	8	325
Hourly Total	0	30	407	73	0	510	0	92	342	19	0	453	0	76	10	89	0	175	0	19	8	5	1	32	1170
11:00 AM	0	6	111	17	0	134	0	15	84	3	0	102	0	26	2	23	0	51	0	6	2	1	0	9	296
11:15 AM	0	7	116	25	0	148	0	36	81	6	0	123	0	28	1	20	0	49	0	6	0	3	0	9	329
11:30 AM	0	14	93	24	0	131	0	37	95	9	0	141	0	26	2	34	0	62	0	17	2	2	0	21	355
11:45 AM	0	16	95	32	0	143	0	46	104	14	0	164	0	32	2	40	0	74	0	12	0	1	0	13	394
Hourly Total	0	43	415	98	0	556	0	134	364	32	0	530	0	112	7	117	0	236	0	41	4	7	0	52	1374
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429
Hourly Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650
1:00 PM	0	16	91	20	0	127	0	34	117	16	0	167	0	38	6	37	0	81	0	20	5	13	0	38	413
1:15 PM	0	13	92	22	0	127	0	22	102	6	0	130	0	20	0	33	0	53	0	17	2	9	0	28	338
1:30 PM	0	7	106	26	0	139	0	17	94	6	0	117	0	30	2	31	0	63	0	10	3	8	1	21	340
1:45 PM	0	10	107	28	0	145	0	22	110	5	0	137	0	33	0	39	0	72	0	12	1	5	0	18	372
Hourly Total	0	46	396	96	0	538	0	95	423	33	0	551	0	121	8	140	0	269	0	59	11	35	1	105	1463
2:00 PM	0	9	108	17	0	134	0	18	101	7	0	126	0	28	1	31	0	60	0	16	4	6	0	26	346
2:15 PM	0	6	97	16	0	119	0	23	132	2	0	157	0	29	1	20	0	50	0	10	0	7	0	17	343
2:30 PM	0	6	116	14	0	136	0	21	152	9	0	182	0	26	2	23	0	51	0	5	1	5	0	11	380
2:45 PM	1	5	94	21	0	121	0	24	120	6	0	150	0	27	1	18	0	46	0	19	1	5	0	25	342
Hourly Total	1	26	415	68	0	510	0	86	505	24	0	615	0	110	5	92	0	207	0	50	6	23	0	79	1411
3:00 PM	1	6	102	13	1	122	0	7	140	6	0	153	0	24	2	23	0	49	0	16	1	3	1	20	344
3:15 PM	0	10	126	21	0	157	0	15	143	11	0	169	0	27	1	20	0	48	0	8	1	6	0	15	389
3:30 PM	1	8	134	33	0	176	0	16	172	6	0	194	0	24	2	22	0	48	0	9	4	6	0	19	437
3:45 PM	0	10	141	27	0	178	0	28	145	8	0	181	0	29	6	32	0	67	0	28	1	8	0	37	463
Hourly Total	2	34	503	94	1	633	0	66	600	31	0	697	0	104	11	97	0	212	0	61	7	23	1	91	1633
4:00 PM	0	6	168	24	0	198	0	14	212	6	0	232	0	36	2	28	0	66	0	12	3	2	0	17	513
4:15 PM	0	14	168	30	1	212	0	23	198	10	0	231	0	45	2	28	0	75	0	8	2	4	0	14	532
4:30 PM	0	8	170	34	1	212	0	29	220	11	0	260	0	36	1	28	0	65	0	10	1	2	0	13	550
4:45 PM	0	16	168	28	1	212	0	7	196	22	0	225	0	46	2	30	0	78	0	9	2	2	0	13	528
Hourly Total	0	44	674	116	3	834	0	73	826	49	0	948	0	163	7	114	0	284	0	39	8	10	0	57	2123
5:00 PM	0	7	173	23	0	203	0	22	291	11	0	324	0	52	3	34	0	89	0	7	3	0	0	10	626
5:15 PM	0	9	151	26	0	186	0	21	248	12	0	281	0	39	4	30	0	73	0	7	0	6	0	13	553
5:30 PM	0	16	160	42	0	218	0	14	224	11	0	249	0	44	1	12	0	57	0	11	3	5	0	19	543
5:45 PM	0	18	152	23	11	193	0	23	200	21	1	244	0	30	3	23	0	56	0	15	2	0	0	17	510
Hourly Total	0	50	636	114	11	800	0	80	963	55	1	1098	0	165	11	99	0	275	0	40	8	11	0	59	2232
Grand Total	5	679	8072	1438	17	10194	3	1459	7274	551	2	9287	0	1657	147	1641	1	3445	1	731	128	306	4	1166	24092
Approach %	0.0	6.7	79.2	14.1	-	-	0.0	15.7	78.3	5.9	-	-	0.0	48.1	4.3	47.6	-	-	0.1	62.7	11.0	26.2	-	-	-
Total %	0.0	2.8	33.5	6.0	-	42.3	0.0	6.1	30.2	2.3	-	38.5	0.0	6.9	0.6	6.8	-	14.3	0.0	3.0	0.5	1.3	-	4.8	-
Lights	5	671	7948	1421	-	10045	3	1442	7131	537	-	9113	0	1641	144	1618	-	3403	1	710	126	302	-	1139	23700
% Lights	100.0	98.8	98.5	98.8	-	98.5	100.0	98.8	98.0	97.5	-	98.1	-	99.0	98.0	98.6	-	98.8	100.0	97.1	98.4	98.7	-	97.7	98.4
Buses	0	0	42	4	-	46	0	4	33	6	-	43	0	6	0	4	-	10	0	8	0	0	-	8	107
% Buses	0.0	0.0	0.5	0.3	-	0.5	0.0	0.3	0.5	1.1	-	0.5	-	0.4	0.0	0.2	-	0.3	0.0	1.1	0.0	0.0	-	0.7	0.4
Single-Unit Trucks	0	8	58	7	-	73	0	11	81	4	-	96	0	7	3	14	-	24	0	10	2	3	-	15	208
% Single-Unit Trucks	0.0	1.2	0.7	0.5	-	0.7	0.0	0.8	1.1	0.7	-	1.0	-	0.4	2.0	0.9	-	0.7	0.0	1.4	1.6	1.0	-	1.3	0.9
Articulated Trucks	0	0	24	6	-	30	0	2	29	4	-	35	0	3	0	5	-	8	0	3	0	1	-	4	77

% Articulated Trucks	0.0	0.0	0.3	0.4	-	0.3	0.0	0.1	0.4	0.7	-	0.4	-	0.2	0.0	0.3	-	0.2	0.0	0.4	0.0	0.3	-	0.3	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	17	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Diehl Road with Davis Parkway - Full
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	0	29	95	25	0	149	0	22	100	22	0	144	0	38	8	29	0	75	0	17	6	13	0	36	404
1:00 PM	0	22	90	15	0	127	0	37	95	16	0	148	0	24	4	26	0	54	0	11	3	7	0	21	350
1:15 PM	0	25	96	26	0	147	0	24	99	16	0	139	0	26	4	23	0	53	0	18	2	11	0	31	370
1:30 PM	0	24	100	22	0	146	0	13	113	13	0	139	0	35	3	24	0	62	0	29	5	15	0	49	396
Total	0	100	381	88	0	569	0	96	407	67	0	570	0	123	19	102	0	244	0	75	16	46	0	137	1520
Approach %	0.0	17.6	67.0	15.5	-	-	0.0	16.8	71.4	11.8	-	-	0.0	50.4	7.8	41.8	-	-	0.0	54.7	11.7	33.6	-	-	-
Total %	0.0	6.6	25.1	5.8	-	37.4	0.0	6.3	26.8	4.4	-	37.5	0.0	8.1	1.3	6.7	-	16.1	0.0	4.9	1.1	3.0	-	9.0	-
PHF	0.000	0.862	0.953	0.846	-	0.955	0.000	0.649	0.900	0.761	-	0.963	0.000	0.809	0.594	0.879	-	0.813	0.000	0.647	0.667	0.767	-	0.699	0.941
Lights	0	100	381	88	-	569	0	95	401	67	-	563	0	123	19	100	-	242	0	75	16	46	-	137	1511
% Lights	-	100.0	100.0	100.0	-	100.0	-	99.0	98.5	100.0	-	98.8	-	100.0	100.0	98.0	-	99.2	-	100.0	100.0	100.0	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	3	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.0	0.7	0.0	-	0.7	-	0.0	0.0	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Diehl Road with Davis Parkway - Full
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	2	300	27	0	329	0	23	109	3	0	135	0	12	0	32	0	44	0	13	1	0	0	14	522
7:45 AM	0	1	332	30	0	363	0	32	144	3	0	179	0	22	0	31	0	53	0	11	2	0	0	13	608
8:00 AM	1	3	281	21	0	306	0	34	101	4	1	139	0	10	3	34	0	47	0	9	3	0	0	12	504
8:15 AM	0	1	252	27	0	280	0	34	128	6	0	168	0	16	0	29	0	45	0	7	0	0	0	7	500
Total	1	7	1165	105	0	1278	0	123	482	16	1	621	0	60	3	126	0	189	0	40	6	0	0	46	2134
Approach %	0.1	0.5	91.2	8.2	-	-	0.0	19.8	77.6	2.6	-	-	0.0	31.7	1.6	66.7	-	-	0.0	87.0	13.0	0.0	-	-	-
Total %	0.0	0.3	54.6	4.9	-	59.9	0.0	5.8	22.6	0.7	-	29.1	0.0	2.8	0.1	5.9	-	8.9	0.0	1.9	0.3	0.0	-	2.2	-
PHF	0.250	0.583	0.877	0.875	-	0.880	0.000	0.904	0.837	0.667	-	0.867	0.000	0.682	0.250	0.926	-	0.892	0.000	0.769	0.500	0.000	-	0.821	0.877
Lights	1	7	1146	103	-	1257	0	121	460	14	-	595	0	56	3	125	-	184	0	38	6	0	-	44	2080
% Lights	100.0	100.0	98.4	98.1	-	98.4	-	98.4	95.4	87.5	-	95.8	-	93.3	100.0	99.2	-	97.4	-	95.0	100.0	-	-	95.7	97.5
Buses	0	0	8	0	-	8	0	1	5	1	-	7	0	2	0	0	-	2	0	1	0	0	-	1	18
% Buses	0.0	0.0	0.7	0.0	-	0.6	-	0.8	1.0	6.3	-	1.1	-	3.3	0.0	0.0	-	1.1	-	2.5	0.0	-	-	2.2	0.8
Single-Unit Trucks	0	0	10	1	-	11	0	0	17	1	-	18	0	1	0	1	-	2	0	1	0	0	-	1	32
% Single-Unit Trucks	0.0	0.0	0.9	1.0	-	0.9	-	0.0	3.5	6.3	-	2.9	-	1.7	0.0	0.8	-	1.1	-	2.5	0.0	-	-	2.2	1.5
Articulated Trucks	0	0	1	1	-	2	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.1	1.0	-	0.2	-	0.8	0.0	0.0	-	0.2	-	1.7	0.0	0.0	-	0.5	-	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
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Count Name: Diehl Road with Davis Parkway - Full
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	8	170	34	1	212	0	29	220	11	0	260	0	36	1	28	0	65	0	10	1	2	0	13	550
4:45 PM	0	16	168	28	1	212	0	7	196	22	0	225	0	46	2	30	0	78	0	9	2	2	0	13	528
5:00 PM	0	7	173	23	0	203	0	22	291	11	0	324	0	52	3	34	0	89	0	7	3	0	0	10	626
5:15 PM	0	9	151	26	0	186	0	21	248	12	0	281	0	39	4	30	0	73	0	7	0	6	0	13	553
Total	0	40	662	111	2	813	0	79	955	56	0	1090	0	173	10	122	0	305	0	33	6	10	0	49	2257
Approach %	0.0	4.9	81.4	13.7	-	-	0.0	7.2	87.6	5.1	-	-	0.0	56.7	3.3	40.0	-	-	0.0	67.3	12.2	20.4	-	-	-
Total %	0.0	1.8	29.3	4.9	-	36.0	0.0	3.5	42.3	2.5	-	48.3	0.0	7.7	0.4	5.4	-	13.5	0.0	1.5	0.3	0.4	-	2.2	-
PHF	0.000	0.625	0.957	0.816	-	0.959	0.000	0.681	0.820	0.636	-	0.841	0.000	0.832	0.625	0.897	-	0.857	0.000	0.825	0.500	0.417	-	0.942	0.901
Lights	0	40	658	111	-	809	0	78	950	54	-	1082	0	173	10	122	-	305	0	33	6	10	-	49	2245
% Lights	-	100.0	99.4	100.0	-	99.5	-	98.7	99.5	96.4	-	99.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.2	-	1.3	0.1	1.8	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	2	0	-	2	0	0	4	1	-	5	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.4	1.8	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Northwestbound							Crosswalk	
Time Period	Class.	U	L	T	BR	R	I	O	U	HL	L	T	R	I	O	U	L	T	R	HR	I	O	U	L	BL	T	R	I	O	U	HL	BL	BR	HR	I	O	Total		destria	Total
Peak 1	Lights	0	0	9	17	1	27	21	0	0	0	12	0	12	10	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	8	0	1	9	17	49	W	0	0
Specified Period	%	0%	0%	90%	89%	100%	90%	84%	0%	0%	0%	92%	0%	92%	91%	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	73%	0%	100%	75%	89%	88%		0%	
7:30 AM - 8:30 AM	Buses	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%		0%	
7:30 AM - 8:30 AM	ıgle-Unit Truc	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	S	0	0
	%	0%	0%	0%	5%	0%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	8%	5%	4%		0%	
	ticulated Truc	0	0	1	1	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	4	N	0	0
	%	0%	0%	10%	5%	0%	7%	8%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	17%	5%	7%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**0**	**10**	**19**	**1**	**30**	**25**	**0**	**0**	**0**	**13**	**0**	**13**	**11**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**1**	**12**	**19**	**56**		**0**	**0**
	PHF	0	0	0.62	0.68	0.25	0.68	0.89	0	0	0	0.81	0	0.81	0.69	0	0.25	0	0	0	0.25	0.25	0	0	0	0	0	0	0	0	0	0.92	0	0.25	0.75	0.68	0.78			
	Approach %						54%	45%						23%	20%						2%	2%						0%	0%						21%	34%				
Peak 2	Lights	0	22	36	44	13	115	167	0	0	1	61	4	66	38	0	8	0	1	0	9	14	0	0	0	0	29	29	26	0	0	69	0	1	70	44	289	W	0	0
Specified Period	%	0%	100%	100%	98%	100%	99%	100%	0%	0%	100%	100%	100%	100%	100%	0%	100%	0%	100%	0%	100%	100%	0%	0%	0%	0%	100%	100%	100%	0%	0%	100%	0%	100%	100%	98%	100%		0%	
4:30 PM - 5:30 PM	Buses	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	E	0	0
One Hour Peak	%	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%		0%	
4:30 PM - 5:30 PM	ıgle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**22**	**36**	**45**	**13**	**116**	**167**	**0**	**0**	**1**	**61**	**4**	**66**	**38**	**0**	**8**	**0**	**1**	**0**	**9**	**14**	**0**	**0**	**0**	**0**	**29**	**29**	**26**	**0**	**0**	**69**	**0**	**1**	**70**	**45**	**290**		**5**	**5**
	PHF	0	0.69	0.82	0.75	0.65	0.74	0.87	0	0	0.25	0.69	0.5	0.75	0.86	0	0.67	0	0.25	0	0.56	0.7	0	0	0	0	0.72	0.72	0.65	0	0	0.78	0	0.25	0.8	0.75	0.97			
	Approach %						40%	58%						23%	13%						3%	5%						10%	9%						24%	16%				

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Northwestbound								Crosswalk	
Time Period	Class.	U	L	T	BR	R	I	O	U	HL	L	T	R	I	O	U	L	T	R	HR	I	O	U	L	BL	T	R	I	O	U	HL	BL	BR	HR	I	O	Total		destria	Total
Peak 1	Lights	0	31	42	33	18	124	176	0	2	3	57	5	67	49	0	8	1	2	0	11	22	0	4	2	0	42	48	38	0	1	69	1	1	72	37	322	W	0	0
Specified Period	%	0%	94%	100%	100%	100%	98%	99%	0%	100%	100%	98%	100%	99%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	100%	0%	98%	98%	95%	0%	100%	100%	100%	100%	100%	100%	99%		0%	
12:45 PM - 1:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
12:45 PM - 1:45 PM	ngle-Unit Truc	0	2	0	0	0	2	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	S	5	5
	%	0%	6%	0%	0%	0%	2%	1%	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	5%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	5	5
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**33**	**42**	**33**	**18**	**126**	**178**	**0**	**2**	**3**	**58**	**5**	**68**	**49**	**0**	**8**	**1**	**2**	**0**	**11**	**22**	**0**	**4**	**2**	**0**	**43**	**49**	**40**	**0**	**1**	**69**	**1**	**1**	**72**	**37**	**326**		**10**	**10**
	PHF	0	0.55	0.7	0.75	0.5	0.85	0.79	0	0.25	0.38	0.76	0.42	0.85	0.77	0	0.4	0.25	0.25	0	0.39	0.55	0	0.5	0.25	0	0.83	0.82	0.67	0	0.25	0.66	0.25	0.25	0.69	0.84	0.83			
	Approach %						39%	55%						21%	15%						3%	7%						15%	12%						22%	11%				

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Count Name: Dodge Dr and Inter Access Rd
TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Data

Start Time	Dodge Dr Eastbound					Dodge Dr Westbound					access dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:00 PM	0	0	11	0	11	0	9	3	0	12	0	0	10	0	10	33
12:15 PM	0	2	7	0	9	0	5	0	0	5	0	0	7	0	7	21
12:30 PM	0	3	12	0	15	0	6	0	0	6	0	1	6	0	7	28
12:45 PM	0	2	10	0	12	0	11	1	0	12	0	1	11	0	12	36
Hourly Total	0	7	40	0	47	0	31	4	0	35	0	2	34	0	36	118
1:00 PM	0	3	8	0	11	0	7	2	0	9	0	0	6	0	6	26
1:15 PM	0	2	14	0	16	0	4	0	0	4	0	2	12	0	14	34
1:30 PM	0	0	11	0	11	0	10	1	0	11	0	0	11	0	11	33
1:45 PM	0	1	17	0	18	0	10	0	0	10	0	0	8	0	8	36
Hourly Total	0	6	50	0	56	0	31	3	0	34	0	2	37	0	39	129
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	0	2	0	2	0	2	1	0	3	0	0	2	0	2	7
7:30 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	4	0	4	8
Hourly Total	0	1	10	0	11	0	5	1	0	6	0	0	6	0	6	23
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
8:15 AM	0	0	4	0	4	0	1	1	0	2	0	0	3	0	3	9
8:30 AM	0	0	4	0	4	0	4	0	0	4	0	0	3	0	3	11
8:45 AM	0	0	3	0	3	0	1	1	0	2	0	1	1	0	2	7
Hourly Total	0	0	11	0	11	0	7	2	0	9	0	1	9	0	10	30
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	8	0	9	0	6	2	0	8	0	1	6	0	7	24
4:15 PM	0	2	7	0	9	0	9	1	0	10	0	1	10	0	11	30
4:30 PM	0	5	9	0	14	0	4	1	0	5	0	1	6	1	7	26
4:45 PM	0	0	9	0	9	0	9	0	0	9	0	0	12	1	12	30
Hourly Total	0	8	33	0	41	0	28	4	0	32	0	3	34	2	37	110
5:00 PM	0	1	8	0	9	0	10	0	0	10	0	1	10	0	11	30
5:15 PM	0	1	13	0	14	0	2	0	0	2	0	4	11	0	15	31
5:30 PM	0	2	11	0	13	0	7	1	0	8	0	0	8	0	8	29
5:45 PM	0	0	8	0	8	0	8	1	0	9	0	0	7	0	7	24
Hourly Total	0	4	40	0	44	0	27	2	0	29	0	5	36	0	41	114
Grand Total	0	26	184	0	210	0	129	16	0	145	0	13	156	2	169	524
Approach %	0.0	12.4	87.6	-	-	0.0	89.0	11.0	-	-	0.0	7.7	92.3	-	-	-
Total %	0.0	5.0	35.1	-	40.1	0.0	24.6	3.1	-	27.7	0.0	2.5	29.8	-	32.3	-
Lights	0	26	183	-	209	0	129	15	-	144	0	13	153	-	166	519

% Lights	-	100.0	99.5	-	99.5	-	100.0	93.8	-	99.3	-	100.0	98.1	-	98.2	99.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	1.3	-	1.2	0.4
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	6.3	-	0.7	-	0.0	0.6	-	0.6	0.4
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Dodge Dr Eastbound					Dodge Dr Westbound					access dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:45 PM	0	2	10	0	12	0	11	1	0	12	0	1	11	0	12	36
1:00 PM	0	3	8	0	11	0	7	2	0	9	0	0	6	0	6	26
1:15 PM	0	2	14	0	16	0	4	0	0	4	0	2	12	0	14	34
1:30 PM	0	0	11	0	11	0	10	1	0	11	0	0	11	0	11	33
Total	0	7	43	0	50	0	32	4	0	36	0	3	40	0	43	129
Approach %	0.0	14.0	86.0	-	-	0.0	88.9	11.1	-	-	0.0	7.0	93.0	-	-	-
Total %	0.0	5.4	33.3	-	38.8	0.0	24.8	3.1	-	27.9	0.0	2.3	31.0	-	33.3	-
PHF	0.000	0.583	0.768	-	0.781	0.000	0.727	0.500	-	0.750	0.000	0.375	0.833	-	0.768	0.896
Lights	0	7	43	-	50	0	32	4	-	36	0	3	39	-	42	128
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	97.5	-	97.7	99.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	2.5	-	2.3	0.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Dodge Dr Eastbound					Dodge Dr Westbound					access dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	4	0	4	8
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
8:15 AM	0	0	4	0	4	0	1	1	0	2	0	0	3	0	3	9
Total	0	1	10	0	11	0	4	1	0	5	0	0	9	0	9	25
Approach %	0.0	9.1	90.9	-	-	0.0	80.0	20.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	4.0	40.0	-	44.0	0.0	16.0	4.0	-	20.0	0.0	0.0	36.0	-	36.0	-
PHF	0.000	0.250	0.625	-	0.688	0.000	0.500	0.250	-	0.625	0.000	0.000	0.563	-	0.563	0.694
Lights	0	1	9	-	10	0	4	0	-	4	0	0	8	-	8	22
% Lights	-	100.0	90.0	-	90.9	-	100.0	0.0	-	80.0	-	-	88.9	-	88.9	88.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	11.1	-	11.1	4.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	100.0	-	20.0	-	-	0.0	-	0.0	4.0
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	10.0	-	9.1	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	4.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dodge Dr Eastbound					Dodge Dr Westbound					access dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	5	9	0	14	0	4	1	0	5	0	1	6	1	7	26
4:45 PM	0	0	9	0	9	0	9	0	0	9	0	0	12	1	12	30
5:00 PM	0	1	8	0	9	0	10	0	0	10	0	1	10	0	11	30
5:15 PM	0	1	13	0	14	0	2	0	0	2	0	4	11	0	15	31
Total	0	7	39	0	46	0	25	1	0	26	0	6	39	2	45	117
Approach %	0.0	15.2	84.8	-	-	0.0	96.2	3.8	-	-	0.0	13.3	86.7	-	-	-
Total %	0.0	6.0	33.3	-	39.3	0.0	21.4	0.9	-	22.2	0.0	5.1	33.3	-	38.5	-
PHF	0.000	0.350	0.750	-	0.821	0.000	0.625	0.250	-	0.650	0.000	0.375	0.813	-	0.750	0.944
Lights	0	7	39	-	46	0	25	1	-	26	0	6	39	-	45	117
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	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
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dodge rd and Davis Pkwy TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Data

Start Time	Dodge Dr Eastbound						Dodge Dr Westbound						davis st Northbound						davis st Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	17	4	0	0	21	0	0	4	33	0	37	0	0	3	0	0	3	0	27	5	24	0	56	117
12:15 PM	0	20	3	0	0	23	0	2	3	27	0	32	0	1	4	1	0	6	0	24	2	18	0	44	105
12:30 PM	0	26	2	0	0	28	0	0	4	40	0	44	0	0	3	0	0	3	0	31	5	10	0	46	121
12:45 PM	0	19	3	0	0	22	0	2	8	48	0	58	0	0	7	2	0	9	0	33	2	20	0	55	144
Hourly Total	0	82	12	0	0	94	0	4	19	148	0	171	0	1	17	3	0	21	0	115	14	72	0	201	487
1:00 PM	0	19	6	0	0	25	0	0	8	28	0	36	0	0	3	0	0	3	0	27	5	25	0	57	121
1:15 PM	0	18	5	0	0	23	0	1	2	37	0	40	0	0	2	0	0	2	0	30	2	17	0	49	114
1:30 PM	0	15	0	1	0	16	0	3	5	38	0	46	0	0	9	0	0	9	0	21	2	18	0	41	112
1:45 PM	0	23	2	0	0	25	0	0	2	29	0	31	0	0	6	0	6	6	0	26	2	17	0	45	107
Hourly Total	0	75	13	1	0	89	0	4	17	132	0	153	0	0	20	0	6	20	0	104	11	77	0	192	454
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	17	0	0	0	17	0	0	1	2	0	3	0	0	6	0	0	6	0	4	11	22	0	37	63
7:15 AM	0	31	1	0	0	32	0	0	0	4	0	4	0	0	8	0	0	8	0	5	11	28	0	44	88
7:30 AM	0	35	2	0	0	37	0	0	2	6	0	8	0	0	4	0	0	4	0	5	11	38	0	54	103
7:45 AM	0	40	0	0	0	40	0	0	0	8	0	8	0	0	6	0	0	6	0	9	22	36	0	67	121
Hourly Total	0	123	3	0	0	126	0	0	3	20	0	23	0	0	24	0	0	24	0	23	55	124	0	202	375
8:00 AM	0	35	0	0	0	35	0	0	1	5	0	6	0	1	5	0	0	6	0	5	24	30	0	59	106
8:15 AM	0	35	1	0	0	36	0	0	1	5	0	6	0	1	5	0	0	6	0	6	21	28	0	55	103
8:30 AM	0	24	1	0	0	25	0	0	1	9	0	10	0	0	5	1	0	6	0	10	17	24	0	51	92
8:45 AM	0	32	1	1	0	34	0	2	2	7	0	11	0	2	9	1	0	12	0	10	33	31	0	74	131
Hourly Total	0	126	3	1	0	130	0	2	5	26	0	33	0	4	24	2	0	30	0	31	95	113	0	239	432
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	21	1	0	0	22	0	0	2	25	0	27	0	0	23	3	0	26	0	20	6	16	0	42	117
4:15 PM	0	13	3	0	0	16	0	2	1	40	0	43	0	0	16	1	0	17	0	19	11	19	0	49	125
4:30 PM	0	14	1	0	0	15	0	0	2	33	0	35	0	0	15	1	0	16	0	32	10	18	1	60	126
4:45 PM	0	10	1	0	0	11	0	0	1	49	0	50	0	0	24	2	2	26	0	30	4	4	1	38	125
Hourly Total	0	58	6	0	0	64	0	2	6	147	0	155	0	0	78	7	2	85	0	101	31	57	2	189	493
5:00 PM	0	14	1	0	0	15	0	0	1	39	0	40	0	0	26	2	0	28	0	25	6	16	0	47	130
5:15 PM	0	10	2	0	0	12	0	2	3	40	0	45	0	1	19	1	0	21	0	19	13	16	0	48	126
5:30 PM	0	9	3	0	0	12	0	2	1	44	0	47	0	0	13	1	0	14	0	31	9	18	0	58	131
5:45 PM	0	12	3	0	0	15	0	0	3	30	0	33	0	0	15	0	0	15	0	25	9	14	1	48	111
Hourly Total	0	45	9	0	0	54	0	4	8	153	0	165	0	1	73	4	0	78	0	100	37	64	1	201	498
Grand Total	0	509	46	2	0	557	0	16	58	626	0	700	0	6	236	16	8	258	0	474	243	507	3	1224	2739
Approach %	0.0	91.4	8.3	0.4	-	-	0.0	2.3	8.3	89.4	-	-	0.0	2.3	91.5	6.2	-	-	0.0	38.7	19.9	41.4	-	-	-
Total %	0.0	18.6	1.7	0.1	-	20.3	0.0	0.6	2.1	22.9	-	25.6	0.0	0.2	8.6	0.6	-	9.4	0.0	17.3	8.9	18.5	-	44.7	-

Lights	0	505	45	2	-	552	0	16	57	618	-	691	0	6	235	15	-	256	0	469	241	500	-	1210	2709
% Lights	-	99.2	97.8	100.0	-	99.1	-	100.0	98.3	98.7	-	98.7	-	100.0	99.6	93.8	-	99.2	-	98.9	99.2	98.6	-	98.9	98.9
Buses	0	2	0	0	-	2	0	0	0	2	-	2	0	0	0	0	-	0	0	1	0	4	-	5	9
% Buses	-	0.4	0.0	0.0	-	0.4	-	0.0	0.0	0.3	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.8	-	0.4	0.3
Single-Unit Trucks	0	1	1	0	-	2	0	0	1	3	-	4	0	0	1	1	-	2	0	2	2	2	-	6	14
% Single-Unit Trucks	-	0.2	2.2	0.0	-	0.4	-	0.0	1.7	0.5	-	0.6	-	0.0	0.4	6.3	-	0.8	-	0.4	0.8	0.4	-	0.5	0.5
Articulated Trucks	0	1	0	0	-	1	0	0	0	3	-	3	0	0	0	0	-	0	0	2	0	1	-	3	7
% Articulated Trucks	-	0.2	0.0	0.0	-	0.2	-	0.0	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.4	0.0	0.2	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Dodge rd and Davis Pkwy TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Dodge Dr Eastbound						Dodge Dr Westbound						davis st Northbound						davis st Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	0	19	3	0	0	22	0	2	8	48	0	58	0	0	7	2	0	9	0	33	2	20	0	55	144
1:00 PM	0	19	6	0	0	25	0	0	8	28	0	36	0	0	3	0	0	3	0	27	5	25	0	57	121
1:15 PM	0	18	5	0	0	23	0	1	2	37	0	40	0	0	2	0	0	2	0	30	2	17	0	49	114
1:30 PM	0	15	0	1	0	16	0	3	5	38	0	46	0	0	9	0	0	9	0	21	2	18	0	41	112
Total	0	71	14	1	0	86	0	6	23	151	0	180	0	0	21	2	0	23	0	111	11	80	0	202	491
Approach %	0.0	82.6	16.3	1.2	-	-	0.0	3.3	12.8	83.9	-	-	0.0	0.0	91.3	8.7	-	-	0.0	55.0	5.4	39.6	-	-	-
Total %	0.0	14.5	2.9	0.2	-	17.5	0.0	1.2	4.7	30.8	-	36.7	0.0	0.0	4.3	0.4	-	4.7	0.0	22.6	2.2	16.3	-	41.1	-
PHF	0.000	0.934	0.583	0.250	-	0.860	0.000	0.500	0.719	0.786	-	0.776	0.000	0.000	0.583	0.250	-	0.639	0.000	0.841	0.550	0.800	-	0.886	0.852
Lights	0	70	13	1	-	84	0	6	22	150	-	178	0	0	21	2	-	23	0	111	11	79	-	201	486
% Lights	-	98.6	92.9	100.0	-	97.7	-	100.0	95.7	99.3	-	98.9	-	-	100.0	100.0	-	100.0	-	100.0	100.0	98.8	-	99.5	99.0
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	1.4	0.0	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	1	-	1	4
% Single-Unit Trucks	-	0.0	7.1	0.0	-	1.2	-	0.0	4.3	0.7	-	1.1	-	-	0.0	0.0	-	0.0	-	0.0	0.0	1.3	-	0.5	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Dodge rd and Davis Pkwy TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Dodge Dr Eastbound						Dodge Dr Westbound						davis st Northbound						davis st Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	35	2	0	0	37	0	0	2	6	0	8	0	0	4	0	0	4	0	5	11	38	0	54	103
7:45 AM	0	40	0	0	0	40	0	0	0	8	0	8	0	0	6	0	0	6	0	9	22	36	0	67	121
8:00 AM	0	35	0	0	0	35	0	0	1	5	0	6	0	1	5	0	0	6	0	5	24	30	0	59	106
8:15 AM	0	35	1	0	0	36	0	0	1	5	0	6	0	1	5	0	0	6	0	6	21	28	0	55	103
Total	0	145	3	0	0	148	0	0	4	24	0	28	0	2	20	0	0	22	0	25	78	132	0	235	433
Approach %	0.0	98.0	2.0	0.0	-	-	0.0	0.0	14.3	85.7	-	-	0.0	9.1	90.9	0.0	-	-	0.0	10.6	33.2	56.2	-	-	-
Total %	0.0	33.5	0.7	0.0	-	34.2	0.0	0.0	0.9	5.5	-	6.5	0.0	0.5	4.6	0.0	-	5.1	0.0	5.8	18.0	30.5	-	54.3	-
PHF	0.000	0.906	0.375	0.000	-	0.925	0.000	0.000	0.500	0.750	-	0.875	0.000	0.500	0.833	0.000	-	0.917	0.000	0.694	0.813	0.868	-	0.877	0.895
Lights	0	143	3	0	-	146	0	0	4	20	-	24	0	2	20	0	-	22	0	22	78	131	-	231	423
% Lights	-	98.6	100.0	-	-	98.6	-	-	100.0	83.3	-	85.7	-	100.0	100.0	-	-	100.0	-	88.0	100.0	99.2	-	98.3	97.7
Buses	0	1	0	0	-	1	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	1	-	1	4
% Buses	-	0.7	0.0	-	-	0.7	-	-	0.0	8.3	-	7.1	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.8	-	0.4	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	4.2	-	3.6	-	0.0	0.0	-	-	0.0	-	4.0	0.0	0.0	-	0.4	0.5
Articulated Trucks	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	2	0	0	-	2	4
% Articulated Trucks	-	0.7	0.0	-	-	0.7	-	-	0.0	4.2	-	3.6	-	0.0	0.0	-	-	0.0	-	8.0	0.0	0.0	-	0.9	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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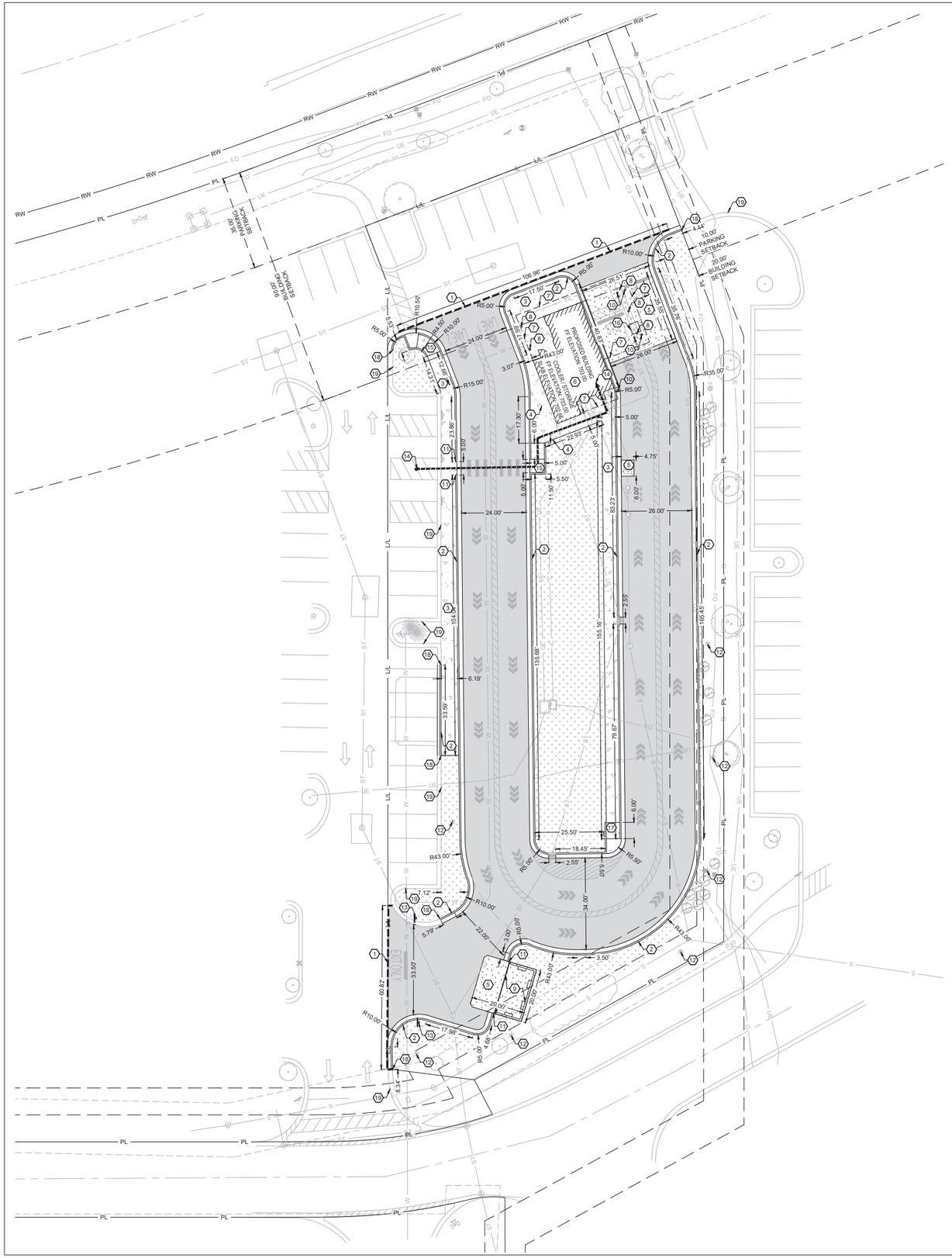
Count Name: Dodge rd and Davis Pkwy TMC
Site Code:
Start Date: 10/04/2025

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dodge Dr Eastbound						Dodge Dr Westbound						davis st Northbound						davis st Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	14	1	0	0	15	0	0	2	33	0	35	0	0	15	1	0	16	0	32	10	18	1	60	126
4:45 PM	0	10	1	0	0	11	0	0	1	49	0	50	0	0	24	2	2	26	0	30	4	4	1	38	125
5:00 PM	0	14	1	0	0	15	0	0	1	39	0	40	0	0	26	2	0	28	0	25	6	16	0	47	130
5:15 PM	0	10	2	0	0	12	0	2	3	40	0	45	0	1	19	1	0	21	0	19	13	16	0	48	126
Total	0	48	5	0	0	53	0	2	7	161	0	170	0	1	84	6	2	91	0	106	33	54	2	193	507
Approach %	0.0	90.6	9.4	0.0	-	-	0.0	1.2	4.1	94.7	-	-	0.0	1.1	92.3	6.6	-	-	0.0	54.9	17.1	28.0	-	-	-
Total %	0.0	9.5	1.0	0.0	-	10.5	0.0	0.4	1.4	31.8	-	33.5	0.0	0.2	16.6	1.2	-	17.9	0.0	20.9	6.5	10.7	-	38.1	-
PHF	0.000	0.857	0.625	0.000	-	0.883	0.000	0.250	0.583	0.821	-	0.850	0.000	0.250	0.808	0.750	-	0.813	0.000	0.828	0.635	0.750	-	0.804	0.975
Lights	0	48	5	0	-	53	0	2	7	161	-	170	0	1	84	5	-	90	0	106	32	53	-	191	504
% Lights	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	83.3	-	98.9	-	100.0	97.0	98.1	-	99.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.9	-	0.5	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	16.7	-	1.1	-	0.0	3.0	0.0	-	0.5	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan



HATCH LEGEND:

- = ASPHALT PAVEMENT PER DETAIL 2.06, SHEET C7.1.
- = CONCRETE SIDEWALK PER SIDEWALK DETAIL 2.02, SHEET C7.1.
- = CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAIL 2.03 AND 2.05, SHEET C7.1.
- = LANDSCAPE AREA REFER TO LANDSCAPE PLAN.

KEY NOTES:

1. MATCH EXISTING PAVEMENT.
2. CONCRETE CURB & GUTTER PER DETAIL 2.01, SHEET C7.1.
3. SIDEWALK PER DETAIL 2.02, SHEET C7.1.
4. EDGE OF CONCRETE SLAB TO BE THICKENED CONCRETE PER STOOP/WALK EDGE DETAIL 2.04, SHEET C7.1.
5. CONCRETE PAVEMENT PER CONCRETE PAVEMENT DETAILS 2.03 & 2.05, SHEET C7.1.
6. COOLER, INSTALLED ON 4" RECESSED CONCRETE PAD WITH THICKENED EDGE PER STRUCTURAL PLANS.
7. BUILDING CANOPY OUTLINE.
8. CANOPY COLUMN LOCATION, TYPICAL.
9. TRASH ENCLOSURE AND GATE, PER ARCHITECTURAL PLANS.
10. 3' PIPE BOLLARD, TYPICAL PER DETAIL 2.10, SHEET C7.1.
11. CURB TRANSITION PER DETAIL 2.15, SHEET C7.1.
12. EXISTING LIGHT POLE, TO REMAIN.
13. SIGN, SEE SHEET C6.1.
14. ACCESSIBLE PATH FROM PARKING TO BUILDING.
15. MODIFIED TYPE 2 ADA CURB RAMP PER DETAIL 2.12, SHEET C7.1.
16. CANVAS CRAFT WARMING HUT, PER ARCHITECTURAL PLANS.
17. TYPE 4 ADA CURB RAMP PER DETAIL 2.14, SHEET C7.1.
18. CONNECT TO EXISTING CURB.
19. EXISTING CURB AND GUTTER, DO NOT DISTURB.

PROPOSED USE:

RESTAURANT WITH DRIVE THRU.

ZONING:

ZONING DISTRICT: S-D SPECIAL DEVELOPMENT DISTRICT - COMMERCIAL CENTER USE AREA

PARKING REQUIREMENTS: DRIVE THROUGH FACILITY

REQUIRED: 5 PER 1000 S.F. OF FLOOR AREA = 5 STALLS REQUIRED.
PROVIDED: 26 STALLS, 23 STANDARD AND 3 ADA.

DRIVE-TRHU QUEUE STACKING REQUIREMENTS:

REQUIRED: 20 STACKING SPACES.
PROVIDED: 46 STACKING SPACES.

BUILDING AND LOT DATA:

PROJECT FOOTPRINT	34,438 S.F.	≈	0.79 ACRES
PROPOSED BUILDING (1 STORY) - RETAIL		=	748 S.F.
CONSTRUCTION TYPE: V-B			

QUANTITIES:

CURB & GUTTER	= ±	1,160	L.F.
ASPHALT PAVEMENT	= ±	13,861	S.F.
8-INCH CONCRETE PAVEMENT	= ±	1,208	S.F.
4-INCH CONCRETE SIDEWALK	= ±	2,691	S.F.
LANDSCAPING	= ±	6,697	S.F.

STORMWATER NOTES:

PRE-PROJECT IMPERVIOUS AREA	= ±	26,613 S.F.
PRE-PROJECT PERVIOUS AREA	= ±	7,825 S.F.
TOTAL	= ±	34,438 S.F.
POST-PROJECT IMPERVIOUS AREA	= ±	28,121 S.F.
POST-PROJECT PERVIOUS AREA	= ±	6,317 S.F.
TOTAL	= ±	34,438 S.F.

NOTES:

IMPERVIOUS AND PERVIOUS SURFACE CALCULATIONS ARE BOUNDED BY PROPERTY LOT LEASE LINES.

0 10 20
H. SCALE: 1" = 20'

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IL# 63620661
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7 BREW COFFEE DRIVE THRU

FIRM LICENSE NO. 63620661

PRELIMINARY
FOR REVIEW AND
DISCUSSION ONLY

ENGINEER OF RECORD:
NAME: MATTHEW STEVEN MILLER
LICENSE NO. IL #PE 062 065164

PROJECT NUMBER: 104.094
REVISION:

7 BREW COFFEE
WARRENVILLE, IL 01
28231 DIEHL RD
WARRENVILLE, IL 60555

C2.1
SITE PLAN

DATE: OCTOBER 30, 2025

ITE Trip Generation Sheets

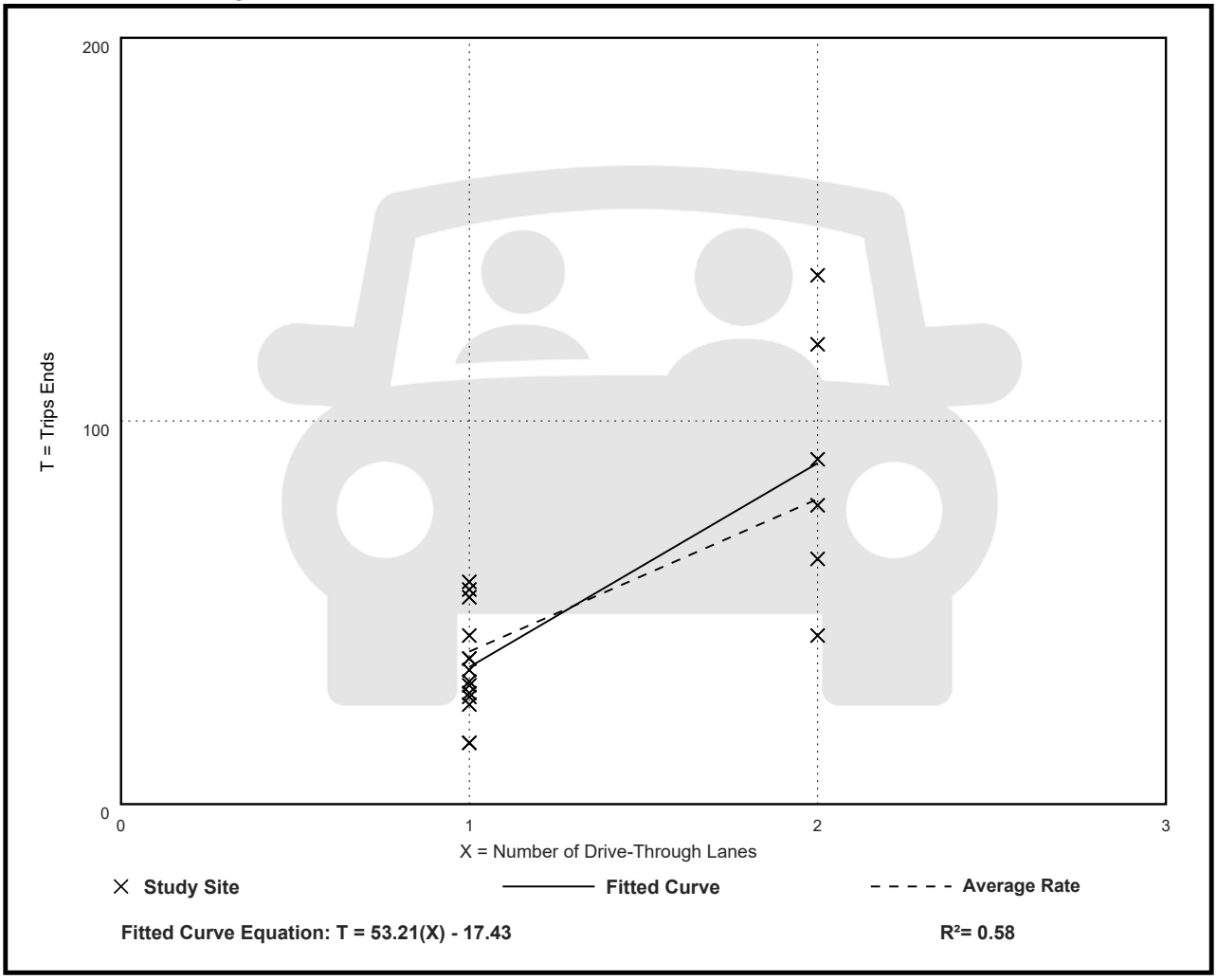
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Drive-Through Lanes: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
39.81	16.00 - 69.00	15.44

Data Plot and Equation



Fitted Curve Equation: T = 53.21(X) - 17.43

R^2= 0.58

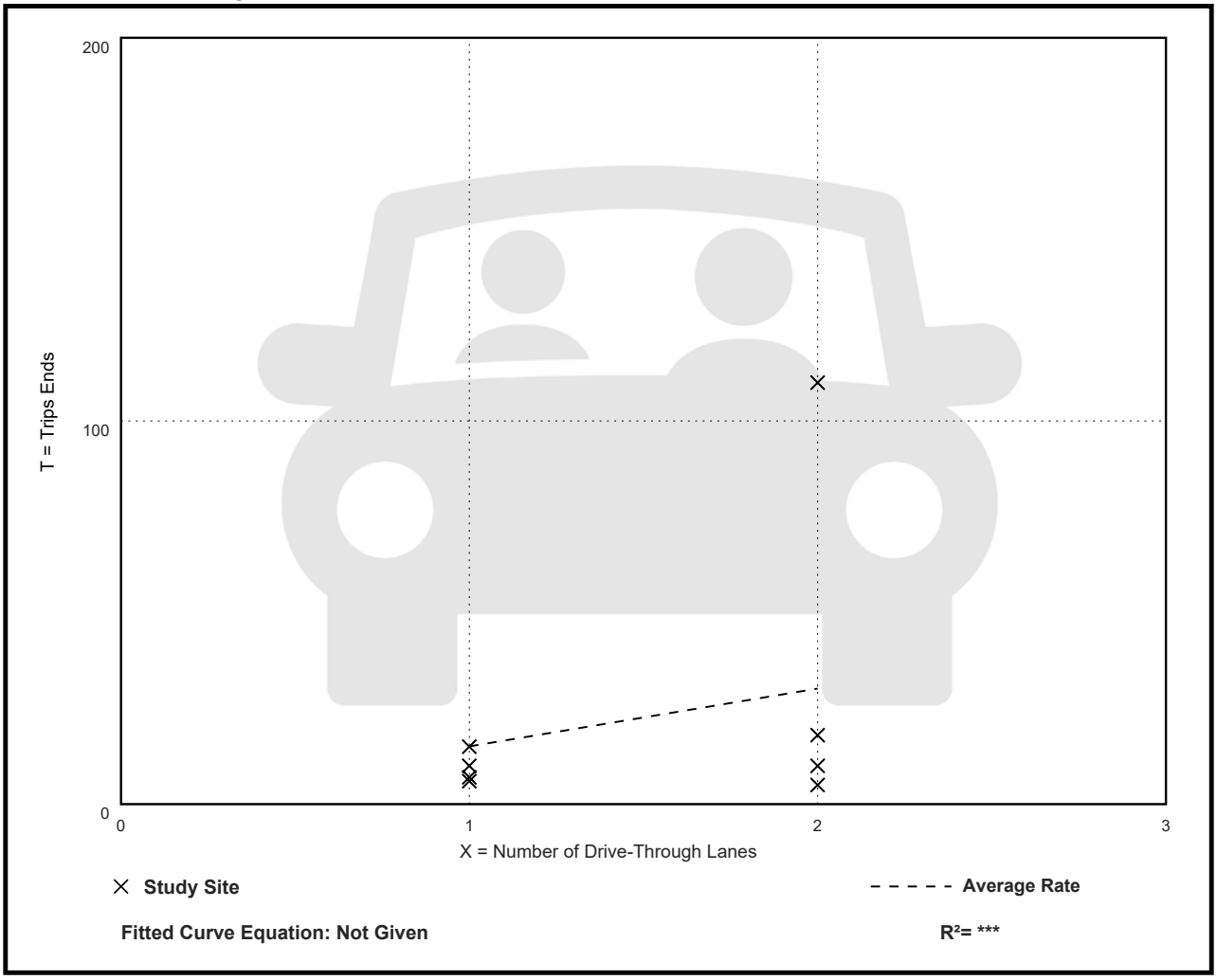
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

Vehicle Trip Ends vs: Drive-Through Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Drive-Through Lanes: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
15.08	2.50 - 55.00	19.41

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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

cmap.illinois.gov | 312-454-0400

October 15, 2025

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

Subject: Diehl Road between Raymond Drive and Mill Street
IDOT

Dear Mr. Freeman:

In response to a request made on your behalf and dated October 14, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Diehl Road between Raymond Drive and Mill Street	10,300	13,500

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

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

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Warrenville\du-52-25\du-52-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

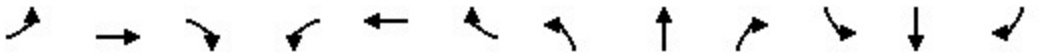
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



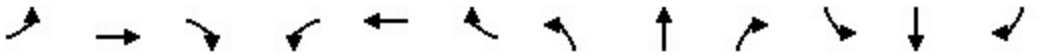
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	3	0	0	4	24	2	20	0	28	78	132
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	148	0	0	28	0	0	22	0	28	210	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1656	0	0	1891	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1656		0	810		284	1721	
Reference Time A (s)	0.0	145.5		0.0	2.0		0.0	3.3		11.8	14.6	
Adj Saturation B (vph	0	0		0	1656		NA	NA		0	1721	
Reference Time B (s)	17.6	17.8		0.0	2.0		NA	NA		9.9	14.6	
Reference Time (s)		17.8			2.0			3.3			14.6	
Adj Reference Time (s)		21.8			8.0			8.0			18.6	
Split Option												
Ref Time Combined (s)	0.0	9.8		0.0	2.0		0.0	1.4		1.9	14.6	
Ref Time Seperate (s)	9.6	0.2		0.0	0.3		0.1	1.3		1.9	5.4	
Reference Time (s)	9.8	9.8		2.0	2.0		1.4	1.4		14.6	14.6	
Adj Reference Time (s)	13.8	13.8		8.0	8.0		8.0	8.0		18.6	18.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	21.8	18.6	
Split Option (s)	21.8	26.6	
Minimum (s)	21.8	18.6	40.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	33.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

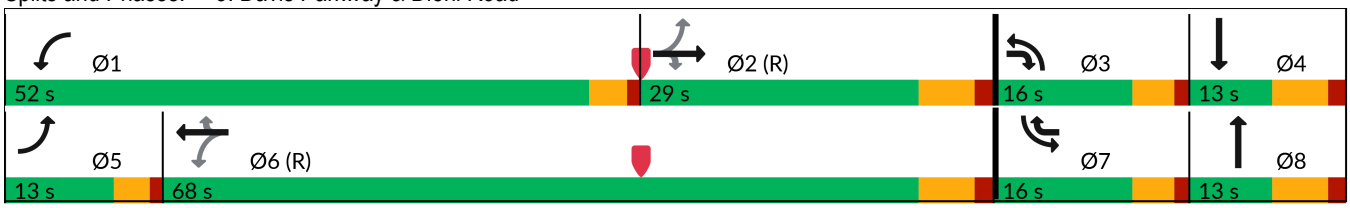


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1211	107	125	482	16	60	3	126	40	6	0
Future Volume (vph)	7	1211	107	125	482	16	60	3	126	40	6	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.853				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1605	0	3400	1900	0
Flt Permitted	0.447			0.111			0.950			0.950		
Satd. Flow (perm)	849	3762	1583	209	3654	1524	3400	1605	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			69		143				
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		597			684			366			231	
Travel Time (s)		13.6			11.7			8.3			5.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1376	122	142	548	18	68	146	0	45	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	75.8	68.1	89.0	83.6	79.6	92.5	14.9	7.0		6.9	6.4	
Actuated g/C Ratio	0.69	0.62	0.81	0.76	0.72	0.84	0.14	0.06		0.06	0.06	
v/c Ratio	0.01	0.59	0.09	0.48	0.21	0.01	0.15	0.62		0.21	0.06	
Control Delay (s/veh)	5.0	15.2	1.1	11.0	6.3	0.0	42.4	20.5		50.9	49.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	15.2	1.1	11.0	6.3	0.0	42.4	20.5		50.9	49.2	
LOS	A	B	A	B	A	A	D	C		D	D	
Approach Delay (s/veh)		14.0			7.1			27.4			50.6	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	1	290	1	23	56	0	21	2		15	5	
Queue Length 95th (ft)	6	420	18	56	122	0	45	59		34	19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	688	2328	1320	847	2643	1353	501	248		355	127	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.59	0.09	0.17	0.21	0.01	0.14	0.59		0.13	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 13.9		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		⋔		⋔	
Traffic Vol, veh/h	1	10	1	0	4	1	13	0	0	10
Future Vol, veh/h	1	10	1	0	4	1	13	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	14	1	0	6	1	19	0	0	14

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	7	0	0	16	0	0	24	15	24	7
Stage 1	-	-	-	-	-	-	18	-	7	-
Stage 2	-	-	-	-	-	-	6	-	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1627	-	-	1615	-	-	993	1070	993	1082
Stage 1	-	-	-	-	-	-	1006	-	1020	-
Stage 2	-	-	-	-	-	-	1021	-	1007	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1627	-	-	1615	-	-	978	1070	990	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	978	-	990	-
Stage 1	-	-	-	-	-	-	1005	-	1020	-
Stage 2	-	-	-	-	-	-	1008	-	1005	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.6	0	8.73	8.37
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	984	147	-	-	1615	-	-	1082
HCM Lane V/C Ratio	0.021	0.001	-	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	8.7	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	19	0	27	0	1	0	0	0	0	0
Future Vol, veh/h	0	12	19	0	27	0	1	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	15	24	0	35	0	1	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	40	0	0	62	62	28	50	74	35
Stage 1	-	-	-	-	-	-	28	28	-	35	35	-
Stage 2	-	-	-	-	-	-	35	35	-	15	40	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1590	-	-	1583	-	-	938	833	1054	955	820	1044
Stage 1	-	-	-	-	-	-	995	876	-	986	870	-
Stage 2	-	-	-	-	-	-	986	870	-	1010	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1590	-	-	1583	-	-	938	833	1054	955	820	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	938	833	-	955	820	-
Stage 1	-	-	-	-	-	-	995	876	-	986	870	-
Stage 2	-	-	-	-	-	-	986	870	-	1010	866	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	938	1590	-	-	1583	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1363	14	61	623	0	53
Future Vol, veh/h	1363	14	61	623	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1450	15	65	663	0	56

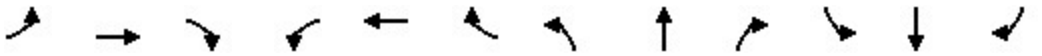
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1465	0	-	725
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	-	3.35
Pot Cap-1 Maneuver	-	-	452	-	0	361
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	-	361
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.27	16.82
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	452	-
HCM Lane V/C Ratio	0.156	-	-	0.144	-
HCM Ctrl Dly (s/v)	16.8	-	-	14.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.5	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour



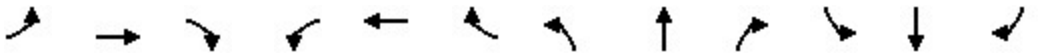
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	5	0	2	7	168	1	87	6	116	33	54
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	55	0	0	177	0	0	94	0	116	87	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1814	0	0	1629	0	0	1881	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	151		0	1637		0	1636		140	1723	
Reference Time A (s)	0.0	43.6		0.0	13.0		0.0	6.9		99.8	6.1	
Adj Saturation B (vph	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	21.0		8.1	14.0		15.7	6.1	
Reference Time (s)		43.6			13.0			6.9			15.7	
Adj Reference Time (s)		47.6			17.0			10.9			19.7	
Split Option												
Ref Time Combined (s)	0.0	3.6		0.0	13.0		0.0	6.0		7.7	6.1	
Ref Time Seperate (s)	3.3	0.3		0.1	0.5		0.1	5.5		7.7	2.3	
Reference Time (s)	3.6	3.6		13.0	13.0		6.0	6.0		7.7	7.7	
Adj Reference Time (s)	8.0	8.0		17.0	17.0		10.0	10.0		11.7	11.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	47.6	19.7	
Split Option (s)	25.0	21.7	
Minimum (s)	25.0	19.7	44.8

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	37.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

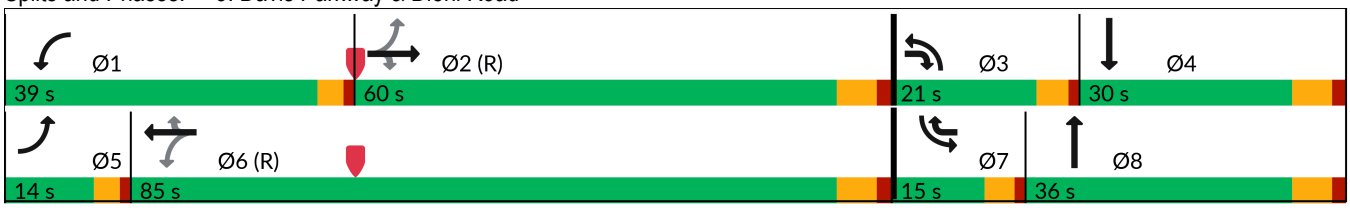


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	685	114	83	955	56	173	10	122	33	6	10
Future Volume (vph)	40	685	114	83	955	56	173	10	122	33	6	10
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.861			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1636	0	3502	1725	0
Flt Permitted	0.242			0.324			0.950			0.950		
Satd. Flow (perm)	460	3762	1615	610	3762	1553	3502	1636	0	3502	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			84		136			11	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	761	127	92	1061	62	192	147	0	37	18	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	112.5	104.1	124.7	117.9	108.5	121.5	14.6	11.5		7.0	6.5	
Actuated g/C Ratio	0.75	0.69	0.83	0.79	0.72	0.81	0.10	0.08		0.05	0.04	
v/c Ratio	0.11	0.29	0.09	0.17	0.39	0.05	0.56	0.59		0.23	0.21	
Control Delay (s/veh)	5.3	10.1	0.7	5.0	9.8	0.5	71.0	21.6		71.7	46.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	10.1	0.7	5.0	9.8	0.5	71.0	21.6		71.7	46.5	
LOS	A	B	A	A	A	A	E	C		E	D	
Approach Delay (s/veh)		8.6			9.0			49.6			63.4	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	9	150	0	19	218	0	95	10		18	7	
Queue Length 95th (ft)	22	216	14	40	305	7	135	80		38	35	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	445	2611	1387	758	2721	1308	394	436		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.29	0.09	0.12	0.39	0.05	0.49	0.34		0.15	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		⋔		⋔	
Traffic Vol, veh/h	7	39	13	0	25	1	69	0	0	39
Future Vol, veh/h	7	39	13	0	25	1	69	0	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	41	14	0	27	1	73	0	0	41

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	28	0	0	55	0	0	90	48	84	27
Stage 1	-	-	-	-	-	-	63	-	27	-
Stage 2	-	-	-	-	-	-	27	-	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1599	-	-	1563	-	-	900	1026	908	1054
Stage 1	-	-	-	-	-	-	953	-	995	-
Stage 2	-	-	-	-	-	-	996	-	961	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1599	-	-	1563	-	-	860	1026	903	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	860	-	903	-
Stage 1	-	-	-	-	-	-	948	-	995	-
Stage 2	-	-	-	-	-	-	957	-	955	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.86	0	9.57	8.56
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	862	203	-	-	1563	-	-	1054
HCM Lane V/C Ratio	0.086	0.005	-	-	-	-	-	0.039
HCM Ctrl Dly (s/v)	9.6	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

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	22	58	47	1	128	4	8	0	1	0	0	41
Future Vol, veh/h	22	58	47	1	128	4	8	0	1	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	60	48	1	132	4	8	0	1	0	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	108	0	0	263	268	84	241	290	134
Stage 1	-	-	-	-	-	-	129	129	-	136	136	-
Stage 2	-	-	-	-	-	-	134	138	-	105	154	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1461	-	-	1495	-	-	693	642	981	717	624	920
Stage 1	-	-	-	-	-	-	879	793	-	872	788	-
Stage 2	-	-	-	-	-	-	874	786	-	905	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1495	-	-	650	631	981	704	613	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	650	631	-	704	613	-
Stage 1	-	-	-	-	-	-	865	780	-	871	787	-
Stage 2	-	-	-	-	-	-	833	786	-	889	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.3	0.06	10.4	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	286	-	-	13	-	-	920
HCM Lane V/C Ratio	0.014	0.016	-	-	0.001	-	-	0.046
HCM Ctrl Dly (s/v)	10.4	7.5	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	814	26	220	1094	0	210
Future Vol, veh/h	814	26	220	1094	0	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	848	27	229	1140	0	219

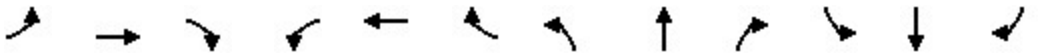
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	-	424
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.31
Pot Cap-1 Maneuver	-	-	780	-	0	581
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	780	-	-	581
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.93	14.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	780	-
HCM Lane V/C Ratio	0.376	-	-	0.294	-
HCM Ctrl Dly (s/v)	14.9	-	-	11.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.7	-	-	1.2	-

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour



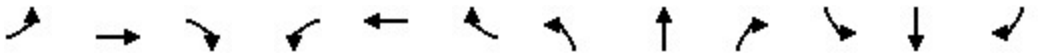
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	14	1	6	23	152	0	21	2	111	11	80
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	86	0	0	181	0	0	23	0	111	91	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1818	0	0	1658	0	0	1875	0	1805	1649	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	212		0	1680		0	1875		120	1649	
Reference Time A (s)	0.0	48.6		0.0	12.9		0.0	1.5		110.7	6.6	
Adj Saturation B (vph	NA	NA		0	0		0	1875		0	1649	
Reference Time B (s)	NA	NA		8.4	21.1		0.0	1.5		15.4	6.6	
Reference Time (s)		48.6			12.9			1.5			15.4	
Adj Reference Time (s)		52.6			16.9			8.0			19.4	
Split Option												
Ref Time Combined (s)	0.0	5.7		0.0	13.1		0.0	1.5		7.4	6.6	
Ref Time Seperate (s)	4.7	0.9		0.4	1.7		0.0	1.3		7.4	0.8	
Reference Time (s)	5.7	5.7		13.1	13.1		1.5	1.5		7.4	7.4	
Adj Reference Time (s)	9.7	9.7		17.1	17.1		8.0	8.0		11.4	11.4	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	52.6	19.4	
Split Option (s)	26.8	19.4	
Minimum (s)	26.8	19.4	46.2

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	38.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

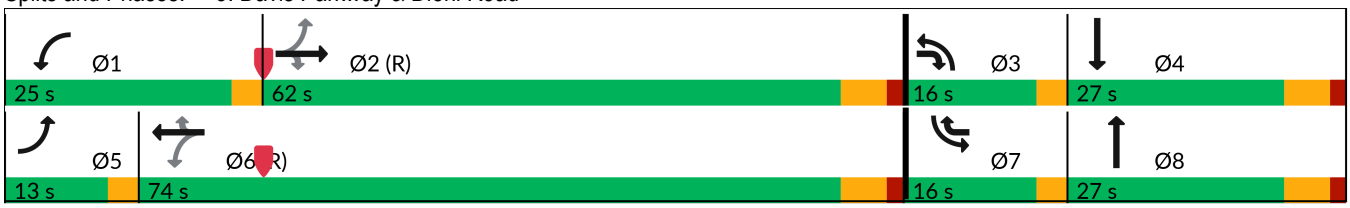


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	393	88	98	412	67	123	19	102	75	16	46
Future Volume (vph)	100	393	88	98	412	67	123	19	102	75	16	46
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.873			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1645	0	3502	1689	0
Flt Permitted	0.492			0.505			0.950			0.950		
Satd. Flow (perm)	935	3800	1615	950	3762	1615	3502	1645	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			71		109			49	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	418	94	104	438	71	131	129	0	80	66	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	95.5	84.9	103.6	95.4	84.8	99.2	12.8	11.2		8.4	9.6	
Actuated g/C Ratio	0.73	0.65	0.80	0.73	0.65	0.76	0.10	0.09		0.06	0.07	
v/c Ratio	0.14	0.17	0.07	0.14	0.18	0.06	0.38	0.54		0.36	0.39	
Control Delay (s/veh)	5.1	9.6	1.0	5.1	9.7	1.2	59.2	22.4		62.2	28.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.1	9.6	1.0	5.1	9.7	1.2	59.2	22.4		62.2	28.2	
LOS	A	A	A	A	A	A	E	C		E	C	
Approach Delay (s/veh)		7.6			8.0			40.9			46.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	19	65	0	19	70	0	55	16		34	14	
Queue Length 95th (ft)	43	108	14	43	114	13	87	77		59	59	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	768	2481	1326	860	2455	1304	389	357		350	313	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.17	0.07	0.12	0.18	0.05	0.34	0.36		0.23	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↾		↾	
Traffic Vol, veh/h	7	44	18	0	25	1	69	0	0	39
Future Vol, veh/h	7	44	18	0	25	1	69	0	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	49	20	0	28	1	77	0	0	43

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	29	0	0	69	0	0	102	59	93	28
Stage 1	-	-	-	-	-	-	74	-	28	-
Stage 2	-	-	-	-	-	-	28	-	64	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.327
Pot Cap-1 Maneuver	1597	-	-	1545	-	-	883	1013	896	1044
Stage 1	-	-	-	-	-	-	940	-	994	-
Stage 2	-	-	-	-	-	-	995	-	951	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1597	-	-	1545	-	-	842	1013	890	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	842	-	890	-
Stage 1	-	-	-	-	-	-	935	-	994	-
Stage 2	-	-	-	-	-	-	953	-	945	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.74	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	844	173	-	-	1545	-	-	1044
HCM Lane V/C Ratio	0.092	0.005	-	-	-	-	-	0.042
HCM Ctrl Dly (s/v)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

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	33	61	33	3	125	5	9	1	2	6	0	47
Future Vol, veh/h	33	61	33	3	125	5	9	1	2	6	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	40	73	40	4	151	6	11	1	2	7	0	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	113	0	0	331	337	93	314	354	154
Stage 1	-	-	-	-	-	-	173	173	-	161	161	-
Stage 2	-	-	-	-	-	-	158	164	-	154	193	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1399	-	-	1489	-	-	626	587	969	638	575	898
Stage 1	-	-	-	-	-	-	834	760	-	841	769	-
Stage 2	-	-	-	-	-	-	849	766	-	849	745	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1489	-	-	568	568	969	614	556	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	568	-	614	556	-
Stage 1	-	-	-	-	-	-	808	736	-	839	767	-
Stage 2	-	-	-	-	-	-	793	764	-	820	722	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.99	0.17	11.05	9.56
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	437	-	-	40	-	-	853
HCM Lane V/C Ratio	0.024	0.028	-	-	0.002	-	-	0.075
HCM Ctrl Dly (s/v)	11	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	545	25	223	577	0	178
Future Vol, veh/h	545	25	223	577	0	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	574	26	235	607	0	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	600	0	-	287
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	987	-	0	716
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	987	-	-	716
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.73	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	987	-
HCM Lane V/C Ratio	0.262	-	-	0.238	-
HCM Ctrl Dly (s/v)	11.8	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.9	-

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Morning Peak Hour

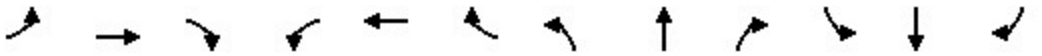
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	3	0	0	4	25	2	21	0	30	83	140
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	157	0	0	29	0	0	23	0	30	223	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1654	0	0	1892	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1654		0	832		277	1721	
Reference Time A (s)	0.0	154.5		0.0	2.1		0.0	3.3		13.0	15.5	
Adj Saturation B (vph	0	0		0	1654		NA	NA		0	1721	
Reference Time B (s)	18.2	18.4		0.0	2.1		NA	NA		10.0	15.5	
Reference Time (s)		18.4			2.1			3.3			15.5	
Adj Reference Time (s)		22.4			8.0			8.0			19.5	
Split Option												
Ref Time Combined (s)	0.0	10.4		0.0	2.1		0.0	1.5		2.0	15.5	
Ref Time Seperate (s)	10.2	0.2		0.0	0.3		0.1	1.3		2.0	5.8	
Reference Time (s)	10.4	10.4		2.1	2.1		1.5	1.5		15.5	15.5	
Adj Reference Time (s)	14.4	14.4		8.0	8.0		8.0	8.0		19.5	19.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	22.4	19.5	
Split Option (s)	22.4	27.5	
Minimum (s)	22.4	19.5	42.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

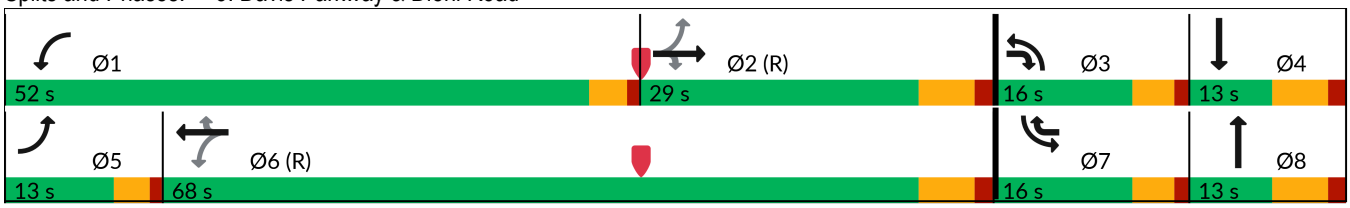


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1284	113	133	511	17	64	3	134	42	6	0
Future Volume (vph)	7	1284	113	133	511	17	64	3	134	42	6	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.853				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1605	0	3400	1900	0
Flt Permitted	0.433			0.092			0.950			0.950		
Satd. Flow (perm)	823	3762	1583	173	3654	1524	3400	1605	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114			69		152				
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		597			684			366			231	
Travel Time (s)		13.6			11.7			8.3			5.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1459	128	151	581	19	73	155	0	48	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	75.5	67.8	88.9	83.5	79.5	92.5	15.0	7.0		7.0	6.4	
Actuated g/C Ratio	0.69	0.62	0.81	0.76	0.72	0.84	0.14	0.06		0.06	0.06	
v/c Ratio	0.01	0.63	0.10	0.55	0.22	0.01	0.16	0.64		0.22	0.06	
Control Delay (s/veh)	5.0	16.1	1.2	16.9	6.4	0.0	42.4	20.6		50.9	49.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	16.1	1.2	16.9	6.4	0.0	42.4	20.6		50.9	49.3	
LOS	A	B	A	B	A	A	D	C		D	D	
Approach Delay (s/veh)		14.8			8.4			27.6			50.7	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	1	322	1	25	60	0	23	2		17	5	
Queue Length 95th (ft)	6	463	20	84	130	0	48	60		35	19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	670	2320	1317	835	2640	1352	504	255		355	126	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.63	0.10	0.18	0.22	0.01	0.14	0.61		0.14	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↾		↾	
Traffic Vol, veh/h	1	11	1	0	4	1	14	0	0	11
Future Vol, veh/h	1	11	1	0	4	1	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	16	1	0	6	1	20	0	0	16

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	7	0	0	17	0	0	25	17	25	7
Stage 1	-	-	-	-	-	-	20	-	7	-
Stage 2	-	-	-	-	-	-	6	-	19	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1627	-	-	1613	-	-	990	1068	990	1082
Stage 1	-	-	-	-	-	-	1005	-	1020	-
Stage 2	-	-	-	-	-	-	1021	-	1005	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1627	-	-	1613	-	-	975	1068	988	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	-	988	-
Stage 1	-	-	-	-	-	-	1004	-	1020	-
Stage 2	-	-	-	-	-	-	1006	-	1003	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.56	0	8.75	8.38
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	981	136	-	-	1613	-	-	1082
HCM Lane V/C Ratio	0.022	0.001	-	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	8.8	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	20	0	29	0	1	0	0	0	0	0
Future Vol, veh/h	0	13	20	0	29	0	1	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	26	0	37	0	1	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	42	0	0	67	67	29	54	79	37
Stage 1	-	-	-	-	-	-	29	29	-	37	37	-
Stage 2	-	-	-	-	-	-	37	37	-	17	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1586	-	-	1580	-	-	931	828	1051	949	815	1041
Stage 1	-	-	-	-	-	-	993	875	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	1008	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1586	-	-	1580	-	-	931	828	1051	949	815	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	828	-	949	815	-
Stage 1	-	-	-	-	-	-	993	875	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	1008	864	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	8.87	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1586	-	-	1580	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1445	15	65	660	0	56
Future Vol, veh/h	1445	15	65	660	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1537	16	69	702	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1553	0	-	769
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	-	3.35
Pot Cap-1 Maneuver	-	-	418	-	0	338
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	418	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.37	17.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	418	-
HCM Lane V/C Ratio	0.177	-	-	0.166	-
HCM Ctrl Dly (s/v)	17.9	-	-	15.3	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.6	-	-	0.6	-

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

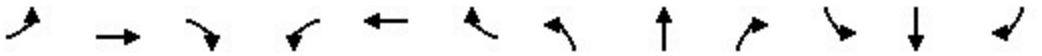
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	5	0	2	7	178	1	92	6	123	35	57
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	58	0	0	187	0	0	99	0	123	92	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1813	0	0	1628	0	0	1882	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	150		0	1636		0	1647		139	1723	
Reference Time A (s)	0.0	46.5		0.0	13.7		0.0	7.2		106.5	6.4	
Adj Saturation B (vph	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	21.8		8.1	14.3		16.2	6.4	
Reference Time (s)		46.5			13.7			7.2			16.2	
Adj Reference Time (s)		50.5			17.7			11.2			20.2	
Split Option												
Ref Time Combined (s)	0.0	3.8		0.0	13.8		0.0	6.3		8.2	6.4	
Ref Time Seperate (s)	3.5	0.3		0.1	0.5		0.1	5.9		8.2	2.4	
Reference Time (s)	3.8	3.8		13.8	13.8		6.3	6.3		8.2	8.2	
Adj Reference Time (s)	8.0	8.0		17.8	17.8		10.3	10.3		12.2	12.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	50.5	20.2	
Split Option (s)	25.8	22.5	
Minimum (s)	25.8	20.2	46.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	38.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

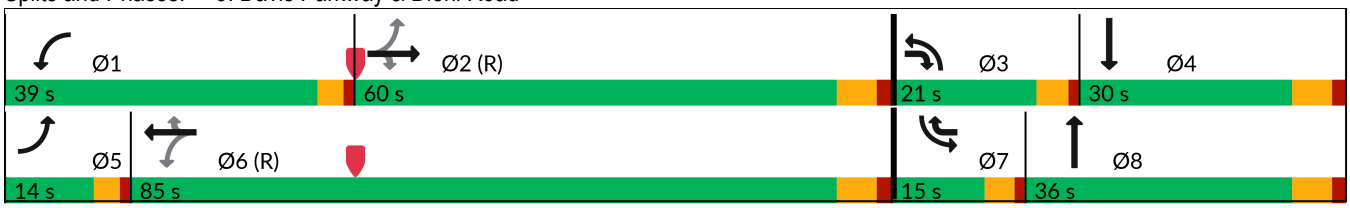


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	726	121	88	1012	59	183	11	129	35	6	11
Future Volume (vph)	42	726	121	88	1012	59	183	11	129	35	6	11
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.862			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1638	0	3502	1720	0
Flt Permitted	0.222			0.305			0.950			0.950		
Satd. Flow (perm)	422	3762	1615	574	3762	1553	3502	1638	0	3502	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			84		143			12	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	807	134	98	1124	66	203	155	0	39	19	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	112.1	103.6	124.6	117.6	108.1	121.2	15.0	11.8		7.1	6.5	
Actuated g/C Ratio	0.75	0.69	0.83	0.78	0.72	0.81	0.10	0.08		0.05	0.04	
v/c Ratio	0.13	0.31	0.10	0.19	0.41	0.05	0.58	0.60		0.24	0.22	
Control Delay (s/veh)	5.5	10.5	0.7	5.3	10.3	0.6	71.2	21.5		71.8	45.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.5	10.5	0.7	5.3	10.3	0.6	71.2	21.5		71.8	45.2	
LOS	A	B	A	A	B	A	E	C		E	D	
Approach Delay (s/veh)		8.9			9.4			49.7			63.1	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	10	163	0	20	240	0	100	11		19	7	
Queue Length 95th (ft)	23	235	14	43	334	8	140	82		39	36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	417	2599	1384	737	2710	1303	397	442		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.31	0.10	0.13	0.41	0.05	0.51	0.35		0.16	0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		⋔		⋔	
Traffic Vol, veh/h	7	41	14	0	27	1	73	0	0	41
Future Vol, veh/h	7	41	14	0	27	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	44	15	0	29	1	78	0	0	44

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	30	0	0	59	0	0	95	51	88	29
Stage 1	-	-	-	-	-	-	66	-	29	-
Stage 2	-	-	-	-	-	-	29	-	59	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	1558	-	-	893	1023	903	1051
Stage 1	-	-	-	-	-	-	950	-	993	-
Stage 2	-	-	-	-	-	-	993	-	958	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1596	-	-	1558	-	-	852	1023	897	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	-	897	-
Stage 1	-	-	-	-	-	-	945	-	993	-
Stage 2	-	-	-	-	-	-	952	-	953	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.82	0	9.64	8.57
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	854	193	-	-	1558	-	-	1051
HCM Lane V/C Ratio	0.092	0.005	-	-	-	-	-	0.041
HCM Ctrl Dly (s/v)	9.6	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	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	23	61	50	1	136	4	8	0	1	0	0	43
Future Vol, veh/h	23	61	50	1	136	4	8	0	1	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	63	52	1	140	4	8	0	1	0	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	114	0	0	278	282	89	255	306	142
Stage 1	-	-	-	-	-	-	136	136	-	144	144	-
Stage 2	-	-	-	-	-	-	142	146	-	110	162	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1450	-	-	1487	-	-	678	630	975	703	611	911
Stage 1	-	-	-	-	-	-	872	788	-	863	781	-
Stage 2	-	-	-	-	-	-	865	780	-	900	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1450	-	-	1487	-	-	633	618	975	689	600	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	618	-	689	600	-
Stage 1	-	-	-	-	-	-	857	774	-	863	781	-
Stage 2	-	-	-	-	-	-	823	779	-	883	754	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.29	0.05	10.54	9.16
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	659	283	-	-	13	-	-	911
HCM Lane V/C Ratio	0.014	0.016	-	-	0.001	-	-	0.049
HCM Ctrl Dly (s/v)	10.5	7.5	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	863	28	233	1160	0	223
Future Vol, veh/h	863	28	233	1160	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	899	29	243	1208	0	232

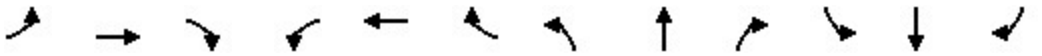
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	928	0	-	449
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.31
Pot Cap-1 Maneuver	-	-	745	-	0	560
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	745	-	-	560
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.03	15.92
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	745	-
HCM Lane V/C Ratio	0.415	-	-	0.326	-
HCM Ctrl Dly (s/v)	15.9	-	-	12.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	1.4	-

Capacity Analysis Summary Sheets

Year 2031 No-Build Saturday Midday Peak Hour



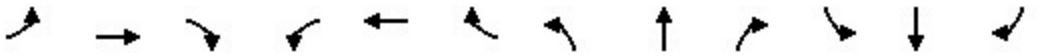
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	15	1	6	24	161	0	22	2	118	12	85
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	91	0	0	191	0	0	24	0	118	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1819	0	0	1657	0	0	1876	0	1805	1650	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	209		0	1678		0	1876		120	1650	
Reference Time A (s)	0.0	52.3		0.0	13.7		0.0	1.5		117.7	7.1	
Adj Saturation B (vph	NA	NA		0	0		0	1876		0	1650	
Reference Time B (s)	NA	NA		8.4	21.8		0.0	1.5		15.8	7.1	
Reference Time (s)		52.3			13.7			1.5			15.8	
Adj Reference Time (s)		56.3			17.7			8.0			19.8	
Split Option												
Ref Time Combined (s)	0.0	6.0		0.0	13.8		0.0	1.5		7.8	7.1	
Ref Time Seperate (s)	5.0	1.0		0.4	1.7		0.0	1.4		7.8	0.9	
Reference Time (s)	6.0	6.0		13.8	13.8		1.5	1.5		7.8	7.8	
Adj Reference Time (s)	10.0	10.0		17.8	17.8		8.0	8.0		11.8	11.8	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	56.3	19.8	
Split Option (s)	27.8	19.8	
Minimum (s)	27.8	19.8	47.7

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	39.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

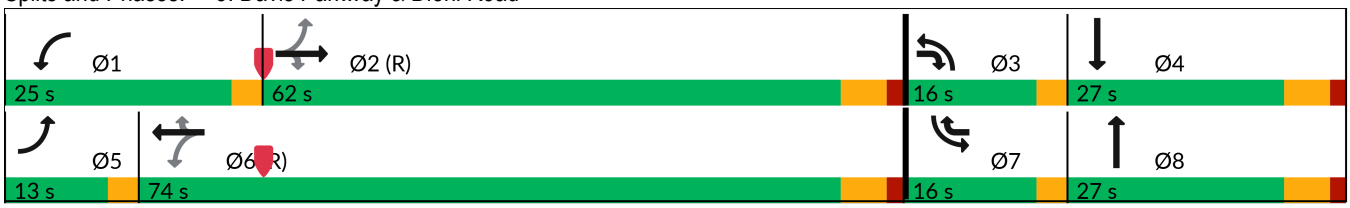


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	417	93	104	437	71	130	20	108	80	17	49
Future Volume (vph)	106	417	93	104	437	71	130	20	108	80	17	49
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.873			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1645	0	3502	1689	0
Flt Permitted	0.477			0.489			0.950			0.950		
Satd. Flow (perm)	906	3800	1615	920	3762	1615	3502	1645	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			76		115			52	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	444	99	111	465	76	138	136	0	85	70	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	95.1	84.4	103.4	95.1	84.4	98.9	13.0	11.4		8.5	9.7	
Actuated g/C Ratio	0.73	0.65	0.80	0.73	0.65	0.76	0.10	0.09		0.07	0.07	
v/c Ratio	0.16	0.18	0.08	0.15	0.19	0.06	0.39	0.55		0.37	0.40	
Control Delay (s/veh)	5.3	10.0	1.0	5.3	10.0	1.2	59.2	22.3		62.4	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	10.0	1.0	5.3	10.0	1.2	59.2	22.3		62.4	28.0	
LOS	A	A	A	A	B	A	E	C		E	C	
Approach Delay (s/veh)		7.8			8.2			40.9			46.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	21	71	0	21	75	0	58	17		36	15	
Queue Length 95th (ft)	46	116	14	46	123	14	91	79		62	61	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	746	2465	1322	840	2441	1299	391	362		350	316	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.18	0.07	0.13	0.19	0.06	0.35	0.38		0.24	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		⋔		⋔	
Traffic Vol, veh/h	7	47	19	0	27	1	73	0	0	41
Future Vol, veh/h	7	47	19	0	27	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	52	21	0	30	1	81	0	0	46

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	31	0	0	73	0	0	108	63	98	31
Stage 1	-	-	-	-	-	-	78	-	31	-
Stage 2	-	-	-	-	-	-	30	-	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.327
Pot Cap-1 Maneuver	1594	-	-	1539	-	-	875	1008	888	1041
Stage 1	-	-	-	-	-	-	935	-	991	-
Stage 2	-	-	-	-	-	-	992	-	948	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1594	-	-	1539	-	-	833	1008	883	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	-	883	-
Stage 1	-	-	-	-	-	-	931	-	991	-
Stage 2	-	-	-	-	-	-	949	-	942	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.7	0	9.78	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	835	163	-	-	1539	-	-	1041
HCM Lane V/C Ratio	0.099	0.005	-	-	-	-	-	0.044
HCM Ctrl Dly (s/v)	9.8	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

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	35	65	35	3	133	5	10	1	2	6	0	50
Future Vol, veh/h	35	65	35	3	133	5	10	1	2	6	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	42	78	42	4	160	6	12	1	2	7	0	60

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	120	0	0	351	357	99	334	375	163
Stage 1	-	-	-	-	-	-	184	184	-	170	170	-
Stage 2	-	-	-	-	-	-	167	173	-	163	205	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1388	-	-	1480	-	-	607	572	962	620	559	887
Stage 1	-	-	-	-	-	-	823	751	-	831	761	-
Stage 2	-	-	-	-	-	-	839	759	-	839	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1480	-	-	546	552	962	595	539	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	552	-	595	539	-
Stage 1	-	-	-	-	-	-	796	727	-	829	759	-
Stage 2	-	-	-	-	-	-	780	757	-	808	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.99	0.16	11.32	9.64
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	436	-	-	38	-	-	842
HCM Lane V/C Ratio	0.027	0.03	-	-	0.002	-	-	0.08
HCM Ctrl Dly (s/v)	11.3	7.7	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	27	236	612	0	189
Future Vol, veh/h	578	27	236	612	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	608	28	248	644	0	199

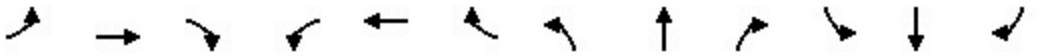
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	637	0	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	956	-	0	698
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	956	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.81	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	956	-
HCM Lane V/C Ratio	0.285	-	-	0.26	-
HCM Ctrl Dly (s/v)	12.2	-	-	10.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	1	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour



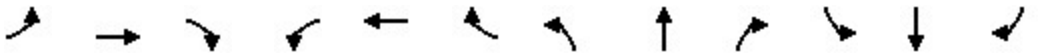
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	3	0	0	4	97	2	21	0	102	83	140
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	157	0	0	101	0	0	23	0	102	223	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	1.00	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1807	0	0	1626	0	0	1892	0	1805	1721	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	122		0	1626		0	832		277	1721	
Reference Time A (s)	0.0	154.5		0.0	7.5		0.0	3.3		44.1	15.5	
Adj Saturation B (vph	0	0		0	1626		NA	NA		0	1721	
Reference Time B (s)	18.2	18.4		0.0	7.5		NA	NA		14.8	15.5	
Reference Time (s)		18.4			7.5			3.3			15.5	
Adj Reference Time (s)		22.4			11.5			8.0			19.5	
Split Option												
Ref Time Combined (s)	0.0	10.4		0.0	7.5		0.0	1.5		6.8	15.5	
Ref Time Seperate (s)	10.2	0.2		0.0	0.3		0.1	1.3		6.8	5.8	
Reference Time (s)	10.4	10.4		7.5	7.5		1.5	1.5		15.5	15.5	
Adj Reference Time (s)	14.4	14.4		11.5	11.5		8.0	8.0		19.5	19.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	22.4	19.5	
Split Option (s)	25.9	27.5	
Minimum (s)	22.4	19.5	42.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

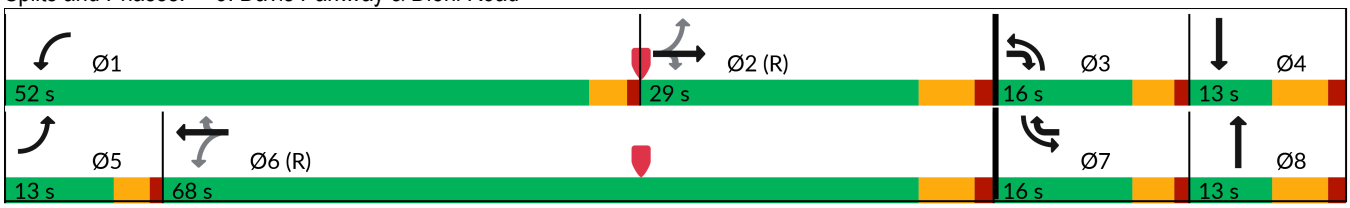


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1284	145	173	511	17	95	3	175	42	6	0
Future Volume (vph)	7	1284	145	173	511	17	95	3	175	42	6	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.852				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1787	3654	1524	3400	1603	0	3400	1900	0
Flt Permitted	0.433			0.086			0.950			0.950		
Satd. Flow (perm)	823	3762	1583	162	3654	1524	3400	1603	0	3400	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			69		199				
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		597			684			366			231	
Travel Time (s)		13.6			11.7			8.3			5.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	2%	1%	4%	6%	3%	0%	1%	3%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1459	165	197	581	19	108	202	0	48	7	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	13.0	29.0	16.0	52.0	68.0	16.0	16.0	13.0		16.0	13.0	
Total Split (%)	11.8%	26.4%	14.5%	47.3%	61.8%	14.5%	14.5%	11.8%		14.5%	11.8%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.0		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	73.9	66.3	88.0	83.1	79.1	92.1	15.7	7.4		7.0	6.1	
Actuated g/C Ratio	0.67	0.60	0.80	0.76	0.72	0.84	0.14	0.07		0.06	0.06	
v/c Ratio	0.01	0.64	0.13	0.70	0.22	0.01	0.22	0.69		0.22	0.07	
Control Delay (s/veh)	5.3	17.4	1.3	28.6	6.5	0.0	42.5	20.1		50.9	50.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.3	17.4	1.3	28.6	6.5	0.0	42.5	20.1		50.9	50.2	
LOS	A	B	A	C	A	A	D	C		D	D	
Approach Delay (s/veh)		15.7			11.8			27.9			50.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	1	333	2	53	61	0	34	2		17	5	
Queue Length 95th (ft)	6	490	24	132	130	0	64	68		35	19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		517			604			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	658	2266	1307	831	2628	1347	513	301		355	121	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.01	0.64	0.13	0.24	0.22	0.01	0.21	0.67		0.14	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↾		↾	
Traffic Vol, veh/h	1	31	1	0	24	1	14	0	0	11
Future Vol, veh/h	1	31	1	0	24	1	14	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	10	0	0	0	100	0	0	0	0
Mvmt Flow	1	45	1	0	35	1	20	0	0	16

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	36	0	0	46	0	0	83	46	83	36
Stage 1	-	-	-	-	-	-	49	-	36	-
Stage 2	-	-	-	-	-	-	35	-	48	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1588	-	-	1574	-	-	909	1030	909	1043
Stage 1	-	-	-	-	-	-	970	-	985	-
Stage 2	-	-	-	-	-	-	986	-	971	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1588	-	-	1574	-	-	894	1030	906	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	-	906	-
Stage 1	-	-	-	-	-	-	969	-	985	-
Stage 2	-	-	-	-	-	-	971	-	968	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.22	0	9.09	8.51
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	902	54	-	-	1574	-	-	1043
HCM Lane V/C Ratio	0.024	0.001	-	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	9.1	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	13	20	0	29	20	1	0	0	20	0	72
Future Vol, veh/h	72	13	20	0	29	20	1	0	0	20	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	11	12	0	0	0	0	0	0	0	0	0
Mvmt Flow	92	17	26	0	37	26	1	0	0	26	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	42	0	0	251	277	29	251	277	50
Stage 1	-	-	-	-	-	-	214	214	-	50	50	-
Stage 2	-	-	-	-	-	-	37	63	-	201	227	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1553	-	-	1580	-	-	706	634	1051	706	634	1024
Stage 1	-	-	-	-	-	-	793	729	-	968	857	-
Stage 2	-	-	-	-	-	-	983	847	-	805	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1580	-	-	603	595	1051	663	595	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	595	-	663	595	-
Stage 1	-	-	-	-	-	-	744	685	-	968	857	-
Stage 2	-	-	-	-	-	-	895	847	-	756	676	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.12	0	10.98	9.51
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1101	-	-	1580	-	-	916
HCM Lane V/C Ratio	0.002	0.059	-	-	-	-	-	0.129
HCM Ctrl Dly (s/v)	11	7.5	0	-	0	-	-	9.5
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1486	15	85	700	0	76
Future Vol, veh/h	1486	15	85	700	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	3	3	0	5
Mvmt Flow	1581	16	90	745	0	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1597	0	-	790
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.16	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.23	-	-	3.35
Pot Cap-1 Maneuver	-	-	402	-	0	326
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	402	-	-	326
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.79	19.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	402	-
HCM Lane V/C Ratio	0.248	-	-	0.225	-
HCM Ctrl Dly (s/v)	19.6	-	-	16.5	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1	-	-	0.9	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Evening Peak Hour

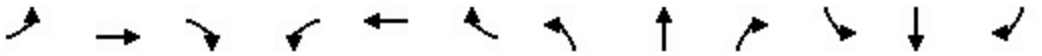
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	5	0	2	7	246	1	92	6	186	35	57
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	58	0	0	255	0	0	99	0	186	92	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.85	0.85	0.95	0.99	0.85	0.95	0.91	0.85
Saturated Flow (vph)	0	1813	0	0	1624	0	0	1882	0	1805	1723	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	144		0	1630		0	1647		139	1723	
Reference Time A (s)	0.0	48.3		0.0	18.8		0.0	7.2		161.1	6.4	
Adj Saturation B (vph	NA	NA		0	0		0	0		0	1723	
Reference Time B (s)	NA	NA		8.1	26.8		8.1	14.3		20.4	6.4	
Reference Time (s)		48.3			18.8			7.2			20.4	
Adj Reference Time (s)		52.3			22.8			11.2			24.4	
Split Option												
Ref Time Combined (s)	0.0	3.8		0.0	18.8		0.0	6.3		12.4	6.4	
Ref Time Seperate (s)	3.5	0.3		0.1	0.5		0.1	5.9		12.4	2.4	
Reference Time (s)	3.8	3.8		18.8	18.8		6.3	6.3		12.4	12.4	
Adj Reference Time (s)	8.0	8.0		22.8	22.8		10.3	10.3		16.4	16.4	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	52.3	24.4	
Split Option (s)	30.8	26.7	
Minimum (s)	30.8	24.4	55.2

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	46.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

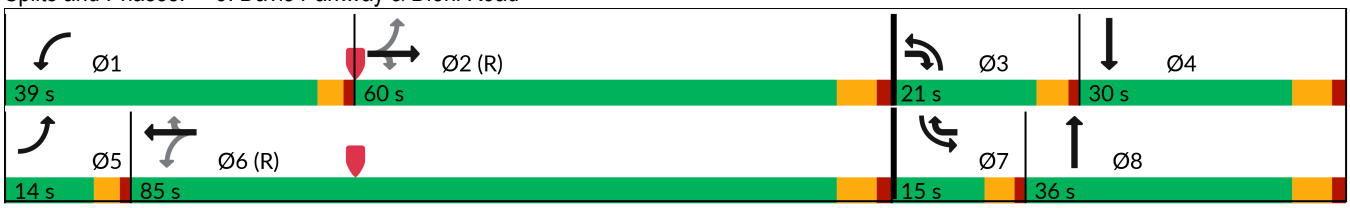


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	726	149	123	1012	59	213	11	167	35	6	11
Future Volume (vph)	42	726	149	123	1012	59	213	11	167	35	6	11
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.859			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1615	1787	3762	1553	3502	1632	0	3502	1720	0
Flt Permitted	0.222			0.301			0.950			0.950		
Satd. Flow (perm)	422	3762	1615	566	3762	1553	3502	1632	0	3502	1720	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			84		186			12	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	1%	1%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	807	166	137	1124	66	237	198	0	39	19	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	4.0		3.0	4.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	10.0		9.5	10.0	
Total Split (s)	14.0	60.0	21.0	39.0	85.0	15.0	21.0	36.0		15.0	30.0	
Total Split (%)	9.3%	40.0%	14.0%	26.0%	56.7%	10.0%	14.0%	24.0%		10.0%	20.0%	
Yellow Time (s)	3.0	4.5	3.5	3.0	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4		0.0	0.0	
Total Lost Time (s)	4.0	6.0	4.5	4.0	6.0	4.5	4.5	6.4		4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	110.0	101.5	123.7	117.1	106.8	119.9	16.2	12.6		7.1	6.5	
Actuated g/C Ratio	0.73	0.68	0.82	0.78	0.71	0.80	0.11	0.08		0.05	0.04	
v/c Ratio	0.13	0.32	0.12	0.26	0.42	0.05	0.63	0.64		0.24	0.22	
Control Delay (s/veh)	6.0	11.6	0.8	6.1	10.9	0.7	71.5	20.0		71.8	45.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.0	11.6	0.8	6.1	10.9	0.7	71.5	20.0		71.8	45.2	
LOS	A	B	A	A	B	A	E	C		E	D	
Approach Delay (s/veh)		9.6			9.9			48.0			63.1	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	10	172	0	31	248	0	117	11		19	7	
Queue Length 95th (ft)	25	251	17	60	347	9	159	89		39	36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	411	2545	1373	728	2679	1292	408	471		245	285	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.32	0.12	0.19	0.42	0.05	0.58	0.42		0.16	0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		↾		↾	
Traffic Vol, veh/h	7	60	14	0	45	1	73	0	0	41
Future Vol, veh/h	7	60	14	0	45	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	64	15	0	48	1	78	0	0	44

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	49	0	0	79	0	0	134	71	127	48
Stage 1	-	-	-	-	-	-	86	-	48	-
Stage 2	-	-	-	-	-	-	48	-	79	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.3
Pot Cap-1 Maneuver	1571	-	-	1532	-	-	842	997	851	1026
Stage 1	-	-	-	-	-	-	927	-	970	-
Stage 2	-	-	-	-	-	-	971	-	935	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1571	-	-	1532	-	-	802	997	846	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	802	-	846	-
Stage 1	-	-	-	-	-	-	922	-	970	-
Stage 2	-	-	-	-	-	-	929	-	929	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.63	0	9.96	8.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	805	150	-	-	1532	-	-	1026
HCM Lane V/C Ratio	0.098	0.005	-	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	10	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	86	61	50	1	136	22	8	0	1	19	0	111
Future Vol, veh/h	86	61	50	1	136	22	8	0	1	19	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	89	63	52	1	140	23	8	0	1	20	0	114

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	163	0	0	114	0	0	408	431	89	394	445	152
Stage 1	-	-	-	-	-	-	266	266	-	154	154	-
Stage 2	-	-	-	-	-	-	142	165	-	240	292	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1428	-	-	1487	-	-	557	520	975	569	511	900
Stage 1	-	-	-	-	-	-	744	692	-	854	774	-
Stage 2	-	-	-	-	-	-	865	766	-	768	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1487	-	-	453	485	975	530	476	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	485	-	530	476	-
Stage 1	-	-	-	-	-	-	694	646	-	853	774	-
Stage 2	-	-	-	-	-	-	755	765	-	716	630	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.36	0.05	12.61	10.27
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	721	-	-	11	-	-	817
HCM Lane V/C Ratio	0.019	0.062	-	-	0.001	-	-	0.164
HCM Ctrl Dly (s/v)	12.6	7.7	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	901	28	251	1195	0	242
Future Vol, veh/h	901	28	251	1195	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	1
Mvmt Flow	939	29	261	1245	0	252

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	968	0	-	469
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.31
Pot Cap-1 Maneuver	-	-	720	-	0	543
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	-	543
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.23	17.23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	-	-	720	-
HCM Lane V/C Ratio	0.464	-	-	0.363	-
HCM Ctrl Dly (s/v)	17.2	-	-	12.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.4	-	-	1.7	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Saturday Midday Peak Hour

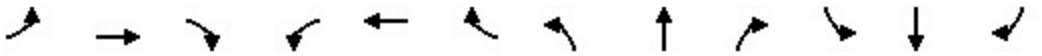
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	15	1	6	24	235	0	22	2	192	12	85
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	91	0	0	265	0	0	24	0	192	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.87	0.85
Saturated Flow (vph)	0	1819	0	0	1645	0	0	1876	0	1805	1650	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	189		0	1660		0	1876		120	1650	
Reference Time A (s)	0.0	57.7		0.0	19.2		0.0	1.5		191.5	7.1	
Adj Saturation B (vph	NA	NA		0	0		0	1876		0	1650	
Reference Time B (s)	NA	NA		8.4	27.3		0.0	1.5		20.8	7.1	
Reference Time (s)		57.7			19.2			1.5			20.8	
Adj Reference Time (s)		61.7			23.2			8.0			24.8	
Split Option												
Ref Time Combined (s)	0.0	6.0		0.0	19.3		0.0	1.5		12.8	7.1	
Ref Time Seperate (s)	5.0	1.0		0.4	1.8		0.0	1.4		12.8	0.9	
Reference Time (s)	6.0	6.0		19.3	19.3		1.5	1.5		12.8	12.8	
Adj Reference Time (s)	10.0	10.0		23.3	23.3		8.0	8.0		16.8	16.8	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	61.7	24.8	
Split Option (s)	33.3	24.8	
Minimum (s)	33.3	24.8	58.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

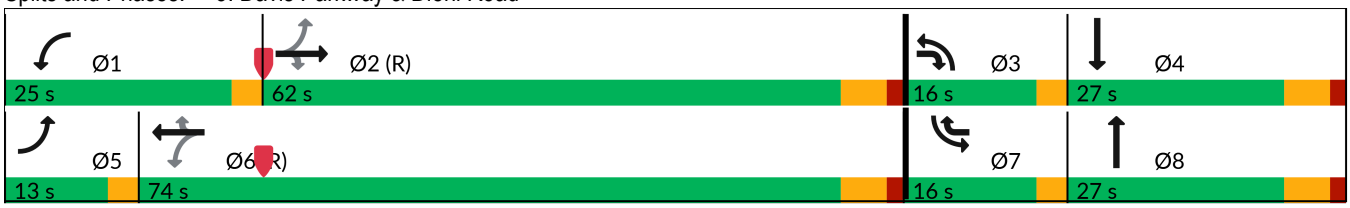


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	417	126	145	437	71	163	20	149	80	17	49
Future Volume (vph)	106	417	126	145	437	71	163	20	149	80	17	49
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.867			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3800	1615	1787	3762	1615	3502	1633	0	3502	1689	0
Flt Permitted	0.482			0.481			0.950			0.950		
Satd. Flow (perm)	916	3800	1615	905	3762	1615	3502	1633	0	3502	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			76		159			52	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			674			366			231	
Travel Time (s)		13.4			11.5			8.3			5.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	444	134	154	465	76	173	180	0	85	70	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.2		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	93.1	82.3	102.3	95.0	83.2	97.7	14.1	12.2		8.5	9.7	
Actuated g/C Ratio	0.72	0.63	0.79	0.73	0.64	0.75	0.11	0.09		0.07	0.07	
v/c Ratio	0.16	0.18	0.10	0.21	0.19	0.06	0.46	0.61		0.37	0.40	
Control Delay (s/veh)	5.7	11.0	1.0	5.9	10.6	1.4	59.1	20.2		62.4	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.7	11.0	1.0	5.9	10.6	1.4	59.1	20.2		62.4	28.0	
LOS	A	B	A	A	B	A	E	C		E	C	
Approach Delay (s/veh)		8.2			8.6			39.3			46.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	22	75	0	31	78	0	73	17		36	15	
Queue Length 95th (ft)	49	124	17	64	128	14	108	87		62	61	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			594			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	739	2405	1308	824	2408	1286	399	394		350	316	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.18	0.10	0.19	0.19	0.06	0.43	0.46		0.24	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 17.3		Intersection LOS: B	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations		↕			↕		⋔		⋔	
Traffic Vol, veh/h	7	67	19	0	47	1	73	0	0	41
Future Vol, veh/h	7	67	19	0	47	1	73	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	74	21	0	52	1	81	0	0	46

Major/Minor	Major1			Major2			Minor1		Minor2	
Conflicting Flow All	53	0	0	96	0	0	153	85	143	53
Stage 1	-	-	-	-	-	-	101	-	53	-
Stage 2	-	-	-	-	-	-	52	-	90	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.2	7.1	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	-	6.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	3.3	3.5	3.327
Pot Cap-1 Maneuver	1565	-	-	1511	-	-	819	980	831	1012
Stage 1	-	-	-	-	-	-	911	-	965	-
Stage 2	-	-	-	-	-	-	966	-	922	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1565	-	-	1511	-	-	778	980	826	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	778	-	826	-
Stage 1	-	-	-	-	-	-	906	-	965	-
Stage 2	-	-	-	-	-	-	922	-	916	-

Approach	EB	WB	NB	SW
HCM Ctrl Dly, s/v	0.55	0	10.16	8.73
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	780	130	-	-	1511	-	-	1012
HCM Lane V/C Ratio	0.105	0.005	-	-	-	-	-	0.045
HCM Ctrl Dly (s/v)	10.2	7.3	0	-	0	-	-	8.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	109	65	35	3	133	25	10	1	2	26	0	124
Future Vol, veh/h	109	65	35	3	133	25	10	1	2	26	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	0	0	0	2	0	0	0	0	2	0	0
Mvmt Flow	131	78	42	4	160	30	12	1	2	31	0	149

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	120	0	0	530	560	99	524	566	175
Stage 1	-	-	-	-	-	-	362	362	-	183	183	-
Stage 2	-	-	-	-	-	-	167	198	-	342	383	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1360	-	-	1480	-	-	463	440	962	464	437	873
Stage 1	-	-	-	-	-	-	661	629	-	819	752	-
Stage 2	-	-	-	-	-	-	839	741	-	673	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1480	-	-	343	393	962	412	390	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	343	393	-	412	390	-
Stage 1	-	-	-	-	-	-	592	563	-	817	750	-
Stage 2	-	-	-	-	-	-	694	739	-	601	551	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.14	0.14	14.75	11.53
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	877	-	-	33	-	-	731
HCM Lane V/C Ratio	0.041	0.097	-	-	0.002	-	-	0.247
HCM Ctrl Dly (s/v)	14.8	7.9	0	-	7.4	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	27	256	653	0	209
Future Vol, veh/h	619	27	256	653	0	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	65	220	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	652	28	269	687	0	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	-	326
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	922	-	0	676
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	922	-	-	676
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.96	12.88
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	922	-
HCM Lane V/C Ratio	0.326	-	-	0.292	-
HCM Ctrl Dly (s/v)	12.9	-	-	10.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	1.2	-

Attachment G

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

MEMORANDUM TO: Chris George
Who Brew LLC

FROM: Dylan Freeman
Consultant

Brendan May, PE, PTOE
Principal

DATE: February 10, 2026

SUBJECT: Weekday Midday Supplemental Evaluation
Proposed 7 Brew
Warrenville, Illinois

This memorandum is an addendum to the traffic study dated January 14, 2026, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed 7 Brew to be located in Warrenville, Illinois.

The purpose of this addendum is to address concern regarding the weekday midday peak hour at the intersections of Diehl Road with Davis Parkway and Davis Parkway with Dodge Drive. The traffic study analyzed the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak hours. To determine the impact of the proposed 7 Brew on the intersections during the weekday midday peak hour, supplemental traffic counts at the two intersections previously conducted on Tuesday, October 7, 2026, were processed for the time period between 9:00 A.M. and 4:00 P.M.to determine the weekday midday peak hour. The results of these traffic counts indicate that the weekday midday peak hour occurs from 12:00 P.M. to 1:00 P.M. A review of the supplemental traffic count data and the previously conducted weekday morning and weekday evening peak hour traffic count data indicates the following:

- The total traffic traversing the intersection of Diehl Road with Davis Parkway during the weekday midday peak hour of traffic is 484 vehicles (23 percent) less than the weekday morning peak hour and 607 vehicles (27 percent) less than the weekday evening peak hour.

- The total traffic traversing the intersection of Davis Parkway with Dodge Drive during the weekday midday peak hour of traffic is 237 vehicles (54 percent) more than the weekday midday peak hour and 144 (27 percent) more than the weekday evening peak hour. However, the northbound approach volume during the weekday midday peak hour is 33 vehicles (35 percent less) than the weekday evening peak hour.

Figure 1 illustrates the existing weekday midday peak hour traffic volumes. All figures are included in the Appendix. Copies of the traffic count summary sheets are also included in the Appendix.

Trip Generation

Based on the most recent surveys conducted by KLOA at the Naperville location in November 2025, 7 Brew generated approximately 91 inbound trips and 105 outbound trips during the weekday midday peak hour of 12:00 P.M. and 1:00 P.M. **Table 1** summarizes the trips projected to be generated by the proposed 7 Brew during the weekday midday peak hour as compared to the morning and weekday evening peak hours that were analyzed in the traffic impact study

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES – PEAK HOURS

Methodology	Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation Surveys (Naperville 7 Brew)	93	89	182	91	105	196	94	98	192

Total Projected Traffic Volumes

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system consistent with the weekday morning, weekday evening, and Saturday midday peak hours as illustrated in the traffic impact study. **Figure 2** illustrates the weekday midday traffic assignment.

The site-generated traffic (Figure 2) was added to the existing traffic volumes increased by the regional growth factor (as documented in the traffic impact study) to determine the Year 2031 total projected traffic volumes, shown in **Figure 3**.

Traffic Analyses

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

Roadway and adjacent or nearby intersection analyses were performed for the weekday midday peak hour for the existing (Year 2025) and future projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 total projected conditions are presented in **Tables 2** and **3**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – DIEHL ROAD WITH DAVIS PARKWAY - SIGNALIZED

		Eastbound			Westbound			Northbound		Southbound		Overall
		L	T	R	L	T	R	L	T/R	L	T/R	
Weekday Midday Peak Hour	**Existing Conditions**	A 5.2	B 10.2	A 1.0	A 5.5	A 8.9	A 1.3	E 61.9	C 20.8	E 62.0	C 34.8	B 16.2
		A – 7.7			A – 7.4			D – 38.0		D – 51.7		
	Year 2031 Total Projected Conditions	A 5.9	B 12.1	A 1.1	A 6.6	B 10.0	A 1.5	E 59.3	B 18.9	E 62.1	D 35.1	B 17.1
		A – 8.7			A – 8.4			D – 36.1		D - 51.9		

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

Table 3
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED

Intersection	Weekday Midday Peak Hour	
	LOS	Delay
Davis Parkway with Dodge Drive (Existing Conditions)		
• Intersection Capacity Utilization (ICU)	A	42.3%
Davis Parkway with Dodge Drive (Year 2031 Projected Conditions)		
• Intersection Capacity Utilization (ICU)	A	52.9%

LOS = Level of Service
Delay is measured in seconds.
1 – Three-Way Stop Control

Discussion

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the site-generated traffic. It should be noted that the results of the capacity analyses are reflective of a worst-case evaluation given that (1) no pass-by reduction was applied to the estimated vehicle trip generation, (2) no interaction reduction was applied to the estimated vehicle trip generation, and (3) the trip generation was not reduced to account for a stabilized Chicagoland market in which more 7 Brew locations are constructed and operational.

Diehl Road with Davis Parkway

The results of the capacity analyses indicate that the intersection currently operates at LOS B during the weekday midday peak hour. Further, the eastbound and westbound approaches operate at LOS A and all eastbound and westbound movements operate at LOS B or better. The northbound and southbound approaches operate at LOS D, and the left-turn movements at these approaches operate at LOS E. However, this is due to the operation of the northbound and southbound left-turn movements under a protected phase only.

Under total projected conditions, the intersection and its approaches are projected to continue to operate at existing levels of service. Further, the 95th percentile queue for the northbound left-turn movement is projected to be 118 feet, which is less than the projected queues during the weekday evening and Saturday midday peak hours and will not extend into the intersection of Davis Parkway with Dodge Drive. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements are required.

Davis Parkway with Dodge Drive

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 42 percent of the capacity of the intersection during the weekday midday peak hour. Under future conditions, it is projected that the intersection will utilize approximately 54 percent of its capacity during the weekday midday peak hour. As a result, the intersection will continue to operate efficiently and with minimal delays.

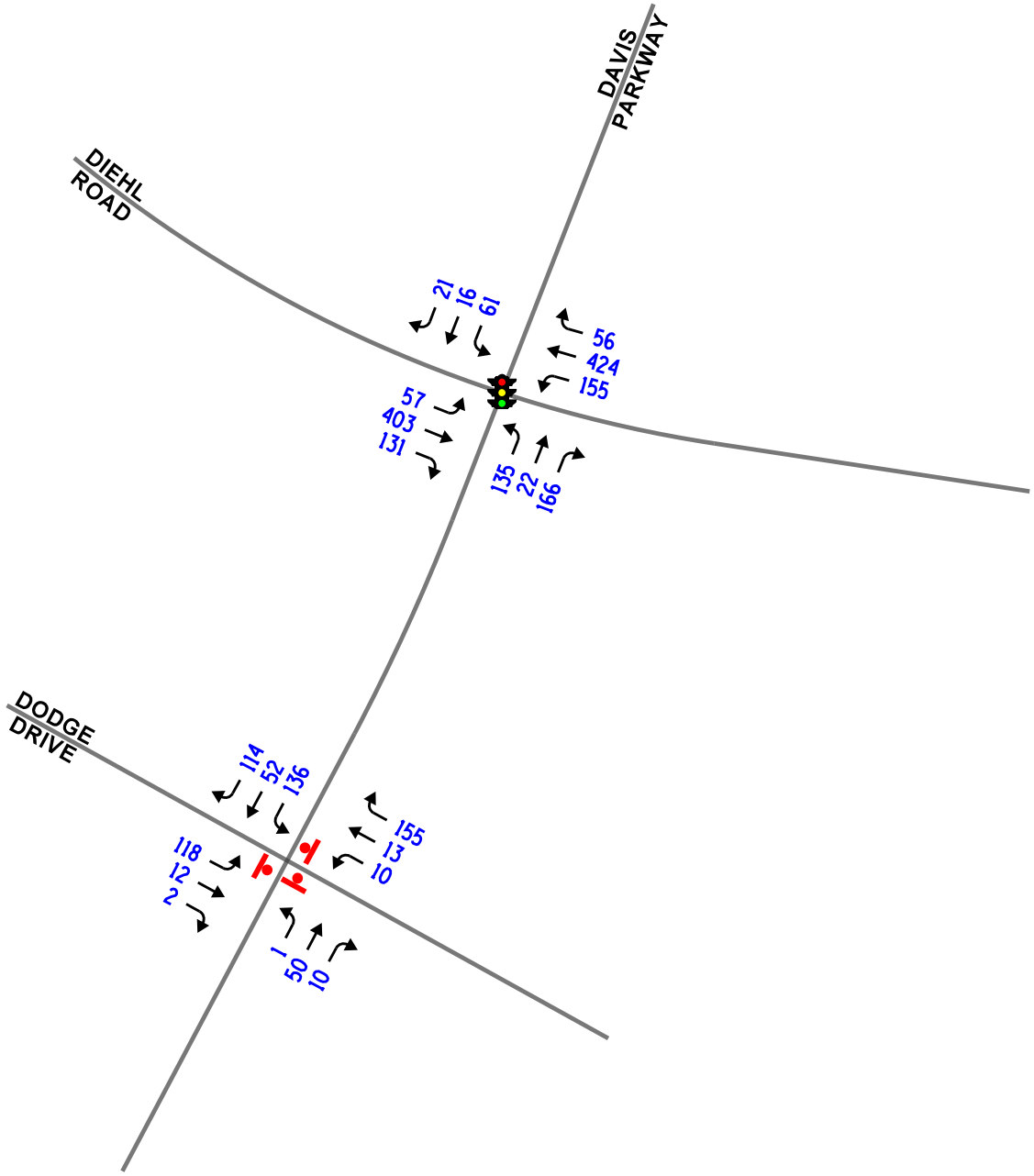
Conclusions

As can be seen from the results of the supplemental analysis, the intersections of Diehl Road with Davis Parkway and Davis Parkway with Dodge Road have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed 7 Brew during the weekday midday peak hour and no roadway improvements or signal modifications are required. Further, both intersections are projected to operate at the same levels of service as the weekday morning and weekday evening peak hours, as analyzed in the traffic impact study.

Appendix

Figures
Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

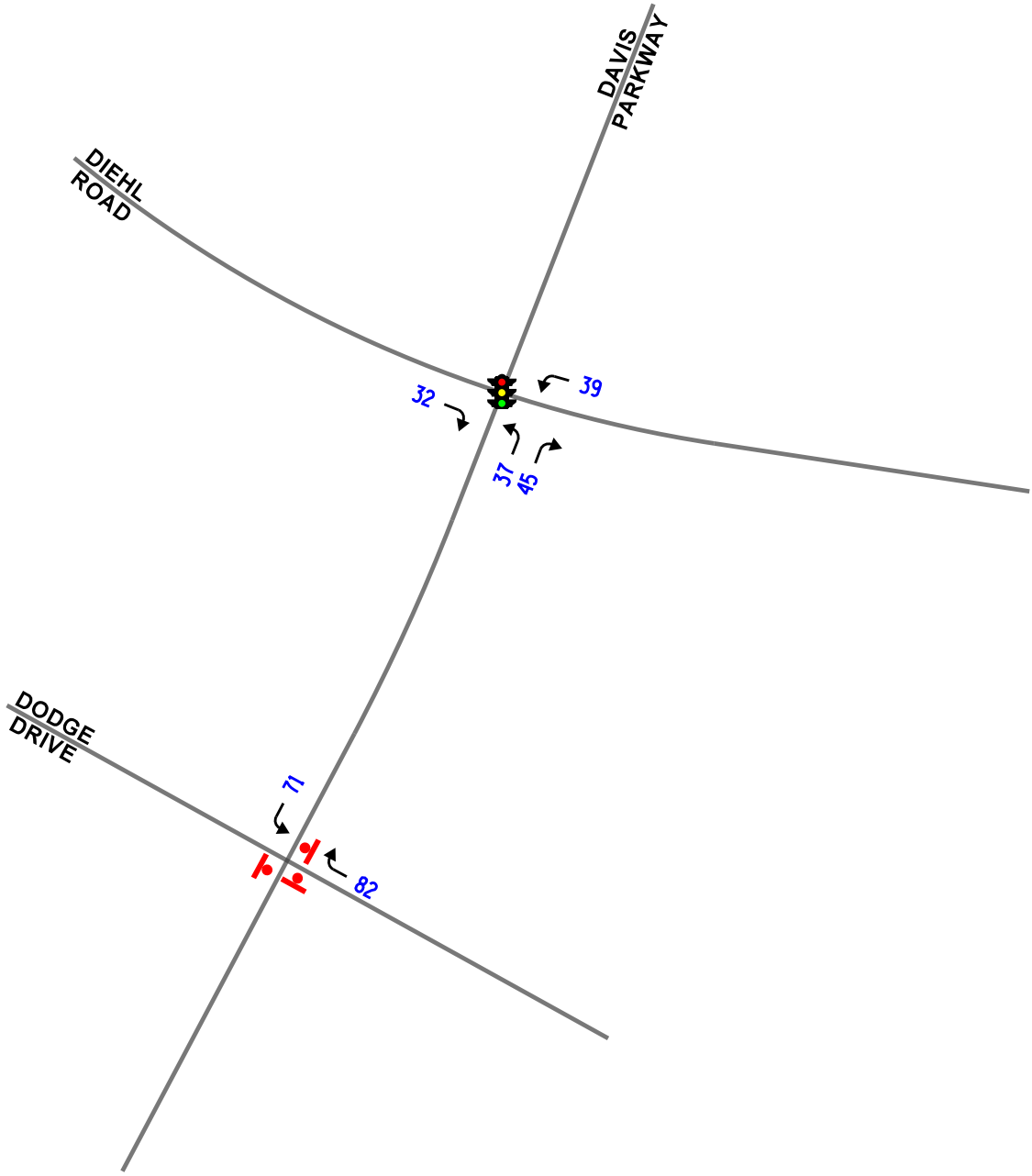
Figures



LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)

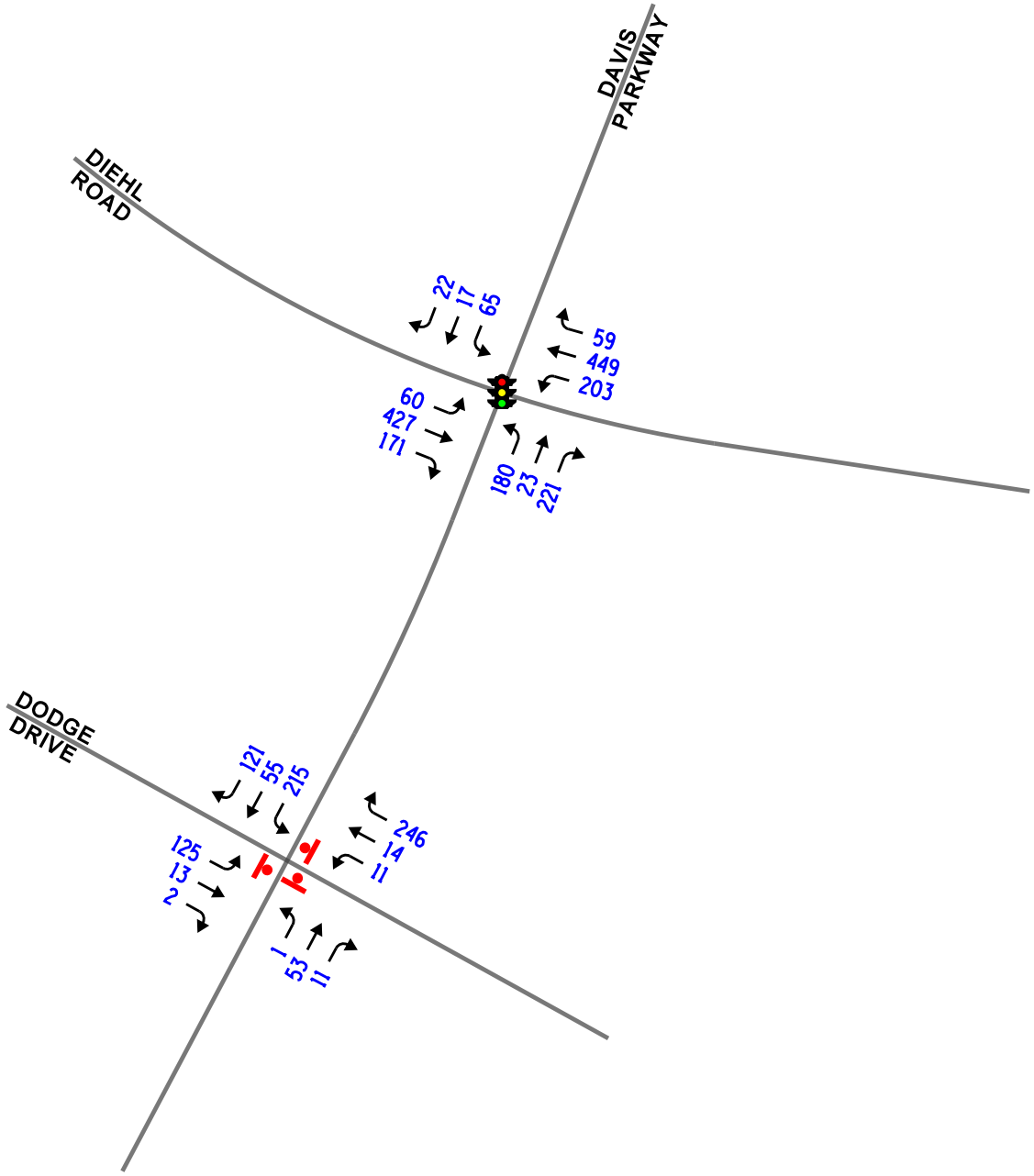
7-Brew Warrenville, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25276 Figure: 1



LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)

7-Brew Warrenville, Illinois	Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25276 Figure: 2



LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)

7-Brew
Warrenville, Illinois

Year 2031 Total Traffic Volumes

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

Job No: 25276 Figure: 3

Traffic Count Summary Sheets

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

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

Count Name: Davis with Dodge - Supplement
Site Code:
Start Date: 10/07/2025

Turning Movement Data

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northbound St. Northbound						Southbound St. Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
9:00 AM	0	25	0	1	0	26	0	0	0	11	0	11	0	0	5	3	0	8	0	5	21	21	0	47	92
9:15 AM	0	15	0	0	0	15	0	0	1	10	0	11	0	0	14	0	0	14	0	9	21	27	0	57	97
9:30 AM	0	18	1	1	0	20	0	0	3	17	0	20	0	1	8	0	0	9	0	8	24	19	0	51	100
9:45 AM	0	30	3	2	0	35	0	0	5	7	0	12	0	0	17	0	0	17	0	8	22	31	0	61	125
Hourly Total	0	88	4	4	0	96	0	0	9	45	0	54	0	1	44	3	0	48	0	30	88	98	0	216	414
10:00 AM	0	16	4	0	0	20	0	2	3	14	0	19	0	0	10	4	0	14	0	10	9	17	0	36	89
10:15 AM	0	22	1	2	0	25	0	0	2	9	0	11	0	1	5	2	0	8	0	10	11	24	0	45	89
10:30 AM	0	24	1	1	0	26	0	1	3	11	0	15	0	0	10	1	0	11	0	17	5	15	0	37	89
10:45 AM	0	21	1	2	0	24	0	0	2	22	0	24	0	0	12	3	0	15	0	17	19	18	0	54	117
Hourly Total	0	83	7	5	0	95	0	3	10	56	0	69	0	1	37	10	0	48	0	54	44	74	0	172	384
11:00 AM	0	9	2	0	0	11	0	1	0	26	0	27	0	0	17	0	0	17	0	17	7	12	0	36	91
11:15 AM	0	12	0	0	0	12	0	2	2	26	0	30	0	0	9	0	0	9	0	27	12	16	0	55	106
11:30 AM	0	16	3	1	0	20	0	0	6	33	0	39	0	0	12	2	0	14	1	29	13	26	0	69	142
11:45 AM	0	23	2	0	0	25	0	2	1	37	0	40	0	0	14	0	0	14	0	34	15	26	0	75	154
Hourly Total	0	60	7	1	0	68	0	5	9	122	0	136	0	0	52	2	0	54	1	107	47	80	0	235	493
12:00 PM	0	21	0	1	0	22	0	1	5	41	0	47	0	1	11	2	0	14	0	38	11	24	0	73	156
12:15 PM	0	29	3	1	0	33	0	4	3	43	0	50	0	0	15	3	0	18	0	29	11	29	0	69	170
12:30 PM	0	32	5	0	0	37	0	1	4	33	0	38	0	0	11	1	0	12	0	32	10	30	0	72	159
12:45 PM	0	34	4	0	0	38	0	4	1	35	0	40	0	0	13	4	0	17	0	37	20	31	0	88	183
Hourly Total	0	116	12	2	0	130	0	10	13	152	0	175	0	1	50	10	0	61	0	136	52	114	0	302	668
1:00 PM	0	19	1	0	0	20	0	1	4	48	0	53	0	0	15	6	0	21	0	23	13	21	0	57	151
1:15 PM	0	21	1	0	0	22	0	2	2	29	0	33	0	0	11	3	0	14	0	26	14	12	0	52	121
1:30 PM	0	19	1	1	0	21	0	2	4	29	0	35	0	0	12	1	0	13	0	23	10	13	0	46	115
1:45 PM	0	20	2	0	0	22	0	0	3	41	0	44	0	0	11	4	0	15	0	23	13	15	0	51	132
Hourly Total	0	79	5	1	0	85	0	5	13	147	0	165	0	0	49	14	0	63	0	95	50	61	0	206	519
2:00 PM	0	10	0	0	0	10	0	0	3	23	0	26	0	0	22	2	0	24	0	19	9	11	0	39	99
2:15 PM	0	14	4	0	0	18	0	2	5	35	0	42	0	1	6	3	0	10	0	19	11	9	0	39	109
2:30 PM	0	11	1	0	0	12	0	1	2	25	2	28	0	0	12	1	0	13	0	14	9	11	0	34	87
2:45 PM	0	11	1	0	0	12	0	2	0	29	0	31	0	0	9	2	0	11	0	18	14	13	0	45	99
Hourly Total	0	46	6	0	0	52	0	5	10	112	2	127	0	1	49	8	0	58	0	70	43	44	0	157	394
3:00 PM	0	12	1	0	0	13	0	2	2	25	0	29	0	0	16	2	0	18	0	10	5	9	0	24	84
3:15 PM	0	8	0	0	2	8	0	0	0	27	0	27	0	0	14	1	0	15	0	17	6	10	0	33	83
3:30 PM	0	13	3	0	0	16	0	1	3	23	0	27	0	0	15	1	0	16	0	28	12	14	0	54	113
3:45 PM	0	15	2	0	0	17	0	2	3	30	0	35	0	1	18	2	0	21	0	22	15	16	0	53	126
Hourly Total	0	48	6	0	2	54	0	5	8	105	0	118	0	1	63	6	0	70	0	77	38	49	0	164	406

Grand Total	0	520	47	13	2	580	0	33	72	739	2	844	0	5	344	53	0	402	1	569	362	520	0	1452	3278
Approach %	0.0	89.7	8.1	2.2	-	-	0.0	3.9	8.5	87.6	-	-	0.0	1.2	85.6	13.2	-	-	0.1	39.2	24.9	35.8	-	-	-
Total %	0.0	15.9	1.4	0.4	-	17.7	0.0	1.0	2.2	22.5	-	25.7	0.0	0.2	10.5	1.6	-	12.3	0.0	17.4	11.0	15.9	-	44.3	-
Lights	0	517	46	13	-	576	0	32	71	721	-	824	0	5	335	53	-	393	1	555	358	517	-	1431	3224
% Lights	-	99.4	97.9	100.0	-	99.3	-	97.0	98.6	97.6	-	97.6	-	100.0	97.4	100.0	-	97.8	100.0	97.5	98.9	99.4	-	98.6	98.4
Buses	0	1	0	0	-	1	0	0	0	5	-	5	0	0	0	0	-	0	0	2	0	1	-	3	9
% Buses	-	0.2	0.0	0.0	-	0.2	-	0.0	0.0	0.7	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	0.2	-	0.2	0.3
Single-Unit Trucks	0	2	0	0	-	2	0	1	1	7	-	9	0	0	8	0	-	8	0	8	4	2	-	14	33
% Single-Unit Trucks	-	0.4	0.0	0.0	-	0.3	-	3.0	1.4	0.9	-	1.1	-	0.0	2.3	0.0	-	2.0	0.0	1.4	1.1	0.4	-	1.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	6	-	6	0	0	1	0	-	1	0	4	0	0	-	4	11
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.7	-	0.0	0.3	0.0	-	0.2	0.0	0.7	0.0	0.0	-	0.3	0.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	2.1	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
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Count Name: Davis with Dodge - Supplement
Site Code:
Start Date: 10/07/2025

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northbound St. Northbound						Southbound St. Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	21	0	1	0	22	0	1	5	41	0	47	0	1	11	2	0	14	0	38	11	24	0	73	156
12:15 PM	0	29	3	1	0	33	0	4	3	43	0	50	0	0	15	3	0	18	0	29	11	29	0	69	170
12:30 PM	0	32	5	0	0	37	0	1	4	33	0	38	0	0	11	1	0	12	0	32	10	30	0	72	159
12:45 PM	0	34	4	0	0	38	0	4	1	35	0	40	0	0	13	4	0	17	0	37	20	31	0	88	183
Total	0	116	12	2	0	130	0	10	13	152	0	175	0	1	50	10	0	61	0	136	52	114	0	302	668
Approach %	0.0	89.2	9.2	1.5	-	-	0.0	5.7	7.4	86.9	-	-	0.0	1.6	82.0	16.4	-	-	0.0	45.0	17.2	37.7	-	-	-
Total %	0.0	17.4	1.8	0.3	-	19.5	0.0	1.5	1.9	22.8	-	26.2	0.0	0.1	7.5	1.5	-	9.1	0.0	20.4	7.8	17.1	-	45.2	-
PHF	0.000	0.853	0.600	0.500	-	0.855	0.000	0.625	0.650	0.884	-	0.875	0.000	0.250	0.833	0.625	-	0.847	0.000	0.895	0.650	0.919	-	0.858	0.913
Lights	0	115	12	2	-	129	0	10	12	151	-	173	0	1	49	10	-	60	0	134	51	114	-	299	661
% Lights	-	99.1	100.0	100.0	-	99.2	-	100.0	92.3	99.3	-	98.9	-	100.0	98.0	100.0	-	98.4	-	98.5	98.1	100.0	-	99.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	0	1	1	0	-	2	6
% Single-Unit Trucks	-	0.9	0.0	0.0	-	0.8	-	0.0	7.7	0.7	-	1.1	-	0.0	2.0	0.0	-	1.6	-	0.7	1.9	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Diehl and Davis Parkway - Supplement
Site Code:
Start Date: 10/07/2025

Turning Movement Data

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00 AM	0	2	176	17	0	195	0	33	104	3	0	140	0	18	2	19	0	39	0	5	1	1	0	7	381
9:15 AM	0	4	169	18	0	191	1	35	114	3	0	153	0	19	2	19	0	40	0	5	0	1	1	6	390
9:30 AM	0	4	102	26	0	132	0	24	98	2	0	124	0	21	1	25	0	47	0	6	1	0	0	7	310
9:45 AM	0	3	100	33	0	136	0	28	82	4	0	114	0	13	1	39	0	53	0	5	0	1	0	6	309
Hourly Total	0	13	547	94	0	654	1	120	398	12	0	531	0	71	6	102	0	179	0	21	2	3	1	26	1390
10:00 AM	0	6	92	15	0	113	0	20	83	4	0	107	0	20	2	18	0	40	0	8	1	0	1	9	269
10:15 AM	0	7	88	18	0	113	0	23	95	4	0	122	0	14	3	22	0	39	0	3	2	1	0	6	280
10:30 AM	0	11	117	18	0	146	0	22	73	5	0	100	0	16	2	23	0	41	0	5	2	2	0	9	296
10:45 AM	0	6	110	22	0	138	0	27	91	6	0	124	0	26	3	26	0	55	0	3	3	2	0	8	325
Hourly Total	0	30	407	73	0	510	0	92	342	19	0	453	0	76	10	89	0	175	0	19	8	5	1	32	1170
11:00 AM	0	6	111	17	0	134	0	15	84	3	0	102	0	26	2	23	0	51	0	6	2	1	0	9	296
11:15 AM	0	7	116	25	0	148	0	36	81	6	0	123	0	28	1	20	0	49	0	6	0	3	0	9	329
11:30 AM	0	14	93	24	0	131	0	37	95	9	0	141	0	26	2	34	0	62	0	17	2	2	0	21	355
11:45 AM	0	16	95	32	0	143	0	46	104	14	0	164	0	32	2	40	0	74	0	12	0	1	0	13	394
Hourly Total	0	43	415	98	0	556	0	134	364	32	0	530	0	112	7	117	0	236	0	41	4	7	0	52	1374
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429
Hourly Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650
1:00 PM	0	16	91	20	0	127	0	34	117	16	0	167	0	38	6	37	0	81	0	20	5	13	0	38	413
1:15 PM	0	13	92	22	0	127	0	22	102	6	0	130	0	20	0	33	0	53	0	17	2	9	0	28	338
1:30 PM	0	7	106	26	0	139	0	17	94	6	0	117	0	30	2	31	0	63	0	10	3	8	1	21	340
1:45 PM	0	10	107	28	0	145	0	22	110	5	0	137	0	33	0	39	0	72	0	12	1	5	0	18	372
Hourly Total	0	46	396	96	0	538	0	95	423	33	0	551	0	121	8	140	0	269	0	59	11	35	1	105	1463
2:00 PM	0	9	108	17	0	134	0	18	101	7	0	126	0	28	1	31	0	60	0	16	4	6	0	26	346
2:15 PM	0	6	97	16	0	119	0	23	132	2	0	157	0	29	1	20	0	50	0	10	0	7	0	17	343
2:30 PM	0	6	116	14	0	136	0	21	152	9	0	182	0	26	2	23	0	51	0	5	1	5	0	11	380
2:45 PM	1	5	94	21	0	121	0	24	120	6	0	150	0	27	1	18	0	46	0	19	1	5	0	25	342
Hourly Total	1	26	415	68	0	510	0	86	505	24	0	615	0	110	5	92	0	207	0	50	6	23	0	79	1411
3:00 PM	1	6	102	13	1	122	0	7	140	6	0	153	0	24	2	23	0	49	0	16	1	3	1	20	344
3:15 PM	0	10	126	21	0	157	0	15	143	11	0	169	0	27	1	20	0	48	0	8	1	6	0	15	389
3:30 PM	1	8	134	33	0	176	0	16	172	6	0	194	0	24	2	22	0	48	0	9	4	6	0	19	437
3:45 PM	0	10	141	27	0	178	0	28	145	8	0	181	0	29	6	32	0	67	0	28	1	8	0	37	463
Hourly Total	2	34	503	94	1	633	0	66	600	31	0	697	0	104	11	97	0	212	0	61	7	23	1	91	1633

Grand Total	3	249	3086	654	3	3992	3	748	3056	207	0	4014	0	729	69	803	0	1601	1	312	54	117	4	484	10091
Approach %	0.1	6.2	77.3	16.4	-	-	0.1	18.6	76.1	5.2	-	-	0.0	45.5	4.3	50.2	-	-	0.2	64.5	11.2	24.2	-	-	-
Total %	0.0	2.5	30.6	6.5	-	39.6	0.0	7.4	30.3	2.1	-	39.8	0.0	7.2	0.7	8.0	-	15.9	0.0	3.1	0.5	1.2	-	4.8	-
Lights	3	245	3022	644	-	3914	3	737	2962	199	-	3901	0	720	66	786	-	1572	1	299	53	114	-	467	9854
% Lights	100.0	98.4	97.9	98.5	-	98.0	100.0	98.5	96.9	96.1	-	97.2	-	98.8	95.7	97.9	-	98.2	100.0	95.8	98.1	97.4	-	96.5	97.7
Buses	0	0	21	1	-	22	0	2	28	4	-	34	0	4	0	2	-	6	0	6	0	0	-	6	68
% Buses	0.0	0.0	0.7	0.2	-	0.6	0.0	0.3	0.9	1.9	-	0.8	-	0.5	0.0	0.2	-	0.4	0.0	1.9	0.0	0.0	-	1.2	0.7
Single-Unit Trucks	0	4	29	6	-	39	0	8	45	2	-	55	0	4	3	10	-	17	0	4	1	2	-	7	118
% Single-Unit Trucks	0.0	1.6	0.9	0.9	-	1.0	0.0	1.1	1.5	1.0	-	1.4	-	0.5	4.3	1.2	-	1.1	0.0	1.3	1.9	1.7	-	1.4	1.2
Articulated Trucks	0	0	14	3	-	17	0	1	21	2	-	24	0	1	0	5	-	6	0	3	0	1	-	4	51
% Articulated Trucks	0.0	0.0	0.5	0.5	-	0.4	0.0	0.1	0.7	1.0	-	0.6	-	0.1	0.0	0.6	-	0.4	0.0	1.0	0.0	0.9	-	0.8	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Diehl and Davis Parkway - Supplement
Site Code:
Start Date: 10/07/2025

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429
Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650
Approach %	0.0	9.6	68.2	22.2	-	-	0.3	24.3	66.6	8.8	-	-	0.0	41.8	6.8	51.4	-	-	1.0	61.6	16.2	21.2	-	-	-
Total %	0.0	3.5	24.4	7.9	-	35.8	0.1	9.4	25.7	3.4	-	38.6	0.0	8.2	1.3	10.1	-	19.6	0.1	3.7	1.0	1.3	-	6.0	-
PHF	0.000	0.750	0.892	0.885	-	0.890	0.500	0.881	0.898	0.824	-	0.937	0.000	0.844	0.550	0.847	-	0.950	0.250	0.726	0.571	0.583	-	0.773	0.962
Lights	0	57	394	131	-	582	2	152	417	55	-	626	0	134	21	165	-	320	1	60	16	21	-	98	1626
% Lights	-	100.0	97.8	100.0	-	98.5	100.0	98.1	98.3	98.2	-	98.3	-	99.3	95.5	99.4	-	99.1	100.0	98.4	100.0	100.0	-	99.0	98.5
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	5	0	-	5	0	2	4	0	-	6	0	1	1	1	-	3	0	1	0	0	-	1	15
% Single-Unit Trucks	-	0.0	1.2	0.0	-	0.8	0.0	1.3	0.9	0.0	-	0.9	-	0.7	4.5	0.6	-	0.9	0.0	1.6	0.0	0.0	-	1.0	0.9
Articulated Trucks	0	0	3	0	-	3	0	1	2	1	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.7	0.0	-	0.5	0.0	0.6	0.5	1.8	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

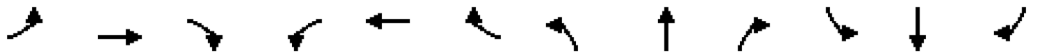
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Midday Peak Hour

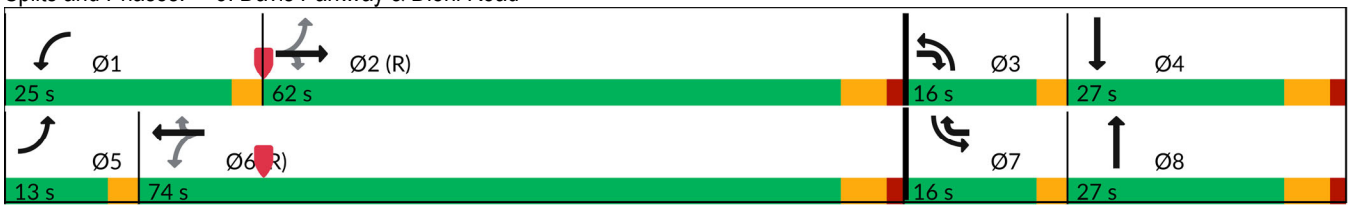


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	403	131	155	424	56	135	22	166	61	16	21
Future Volume (vph)	57	403	131	155	424	56	135	22	166	61	16	21
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.868			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3725	1615	1770	3762	1583	3467	1625	0	3433	1738	0
Flt Permitted	0.496			0.486			0.950			0.950		
Satd. Flow (perm)	942	3725	1615	905	3762	1583	3467	1625	0	3433	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			58		173			22	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			686			366			231	
Travel Time (s)		13.4			11.7			8.3			5.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	2%	1%	2%	1%	5%	1%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	420	136	161	442	58	141	196	0	64	39	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	94.8	85.1	102.3	99.4	89.0	102.8	11.2	12.0		7.8	9.7	
Actuated g/C Ratio	0.73	0.65	0.79	0.76	0.68	0.79	0.09	0.09		0.06	0.07	
v/c Ratio	0.08	0.17	0.10	0.21	0.17	0.05	0.47	0.64		0.31	0.26	
Control Delay (s/veh)	5.2	10.2	1.0	5.5	8.9	1.3	61.9	20.8		62.0	34.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.2	10.2	1.0	5.5	8.9	1.3	61.9	20.8		62.0	34.8	
LOS	A	B	A	A	A	A	E	C		E	C	
Approach Delay (s/veh)		7.7			7.4			38.0			51.7	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	11	70	0	32	70	0	60	19		27	14	
Queue Length 95th (ft)	28	119	18	67	115	13	93	95		51	49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			606			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	776	2439	1321	842	2575	1325	349	407		343	299	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.17	0.10	0.19	0.17	0.04	0.40	0.48		0.19	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	12	2	10	13	155	1	50	10	136	52	114
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	132	0	0	178	0	0	61	0	136	166	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	0.97	0.85	0.95	0.90	0.85
Saturated Flow (vph)	0	1811	0	0	1647	0	0	1852	0	1805	1704	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	244		0	1686		0	1503		150	1704	
Reference Time A (s)	0.0	64.9		0.0	12.7		0.0	4.9		108.9	11.7	
Adj Saturation B (vph	NA	NA		0	0		NA	NA		0	1704	
Reference Time B (s)	NA	NA		8.7	21.0		NA	NA		17.0	11.7	
Reference Time (s)		64.9			12.7			4.9			17.0	
Adj Reference Time (s)		68.9			16.7			8.9			21.0	
Split Option												
Ref Time Combined (s)	0.0	8.7		0.0	13.0		0.0	4.0		9.0	11.7	
Ref Time Seperate (s)	7.8	0.8		0.7	1.0		0.1	3.2		9.0	3.7	
Reference Time (s)	8.7	8.7		13.0	13.0		4.0	4.0		11.7	11.7	
Adj Reference Time (s)	12.7	12.7		17.0	17.0		8.0	8.0		15.7	15.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	68.9	21.0	
Split Option (s)	29.7	23.7	
Minimum (s)	29.7	21.0	50.8

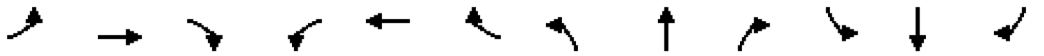
Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	42.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Midday Peak Hour

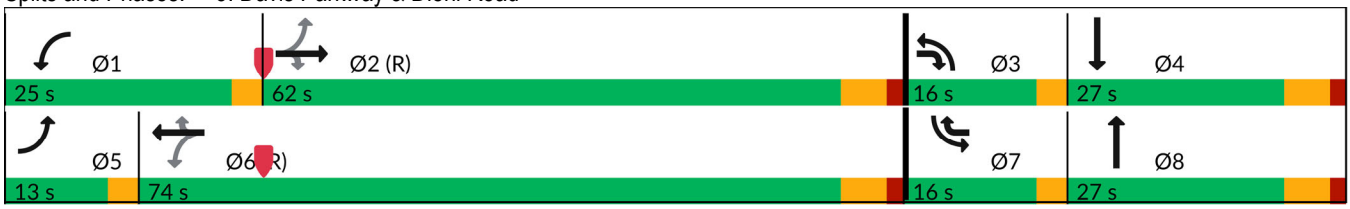


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	427	171	203	449	59	180	23	221	65	17	22
Future Volume (vph)	60	427	171	203	449	59	180	23	221	65	17	22
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.864			0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3725	1615	1770	3762	1583	3467	1619	0	3433	1740	0
Flt Permitted	0.483			0.467			0.950			0.950		
Satd. Flow (perm)	918	3725	1615	870	3762	1583	3467	1619	0	3433	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178			61		230			23	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			686			366			231	
Travel Time (s)		13.4			11.7			8.3			5.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	2%	1%	2%	1%	5%	1%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	445	178	211	468	61	188	254	0	68	41	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	90.1	80.3	100.8	96.5	85.5	99.5	14.5	13.4		8.0	9.7	
Actuated g/C Ratio	0.69	0.62	0.78	0.74	0.66	0.77	0.11	0.10		0.06	0.07	
v/c Ratio	0.09	0.19	0.14	0.29	0.19	0.05	0.49	0.68		0.32	0.27	
Control Delay (s/veh)	5.9	12.1	1.1	6.6	10.0	1.5	59.3	18.9		62.1	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.9	12.1	1.1	6.6	10.0	1.5	59.3	18.9		62.1	35.1	
LOS	A	B	A	A	B	A	E	B		E	D	
Approach Delay (s/veh)		8.7			8.4			36.1			51.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	12	80	0	46	78	0	80	20		29	15	
Queue Length 95th (ft)	31	137	21	91	127	14	117	106		53	50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			606			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	727	2300	1298	798	2475	1284	401	454		343	300	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.19	0.14	0.26	0.19	0.05	0.47	0.56		0.20	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 17.1		Intersection LOS: B	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Davis Parkway & Diehl Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	13	2	11	14	246	1	53	11	215	55	121
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	140	0	0	271	0	0	65	0	215	176	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.97	0.85	0.95	0.90	0.85
Saturated Flow (vph)	0	1811	0	0	1638	0	0	1850	0	1805	1704	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	213		0	1667		0	1520		148	1704	
Reference Time A (s)	0.0	78.9		0.0	19.5		0.0	5.1		174.2	12.4	
Adj Saturation B (vph	NA	NA		0	0		NA	NA		0	1704	
Reference Time B (s)	NA	NA		8.7	27.9		NA	NA		22.3	12.4	
Reference Time (s)		78.9			19.5			5.1			22.3	
Adj Reference Time (s)		82.9			23.5			9.1			26.3	
Split Option												
Ref Time Combined (s)	0.0	9.3		0.0	19.9		0.0	4.2		14.3	12.4	
Ref Time Seperate (s)	8.3	0.8		0.7	1.0		0.1	3.4		14.3	3.9	
Reference Time (s)	9.3	9.3		19.9	19.9		4.2	4.2		14.3	14.3	
Adj Reference Time (s)	13.3	13.3		23.9	23.9		8.2	8.2		18.3	18.3	

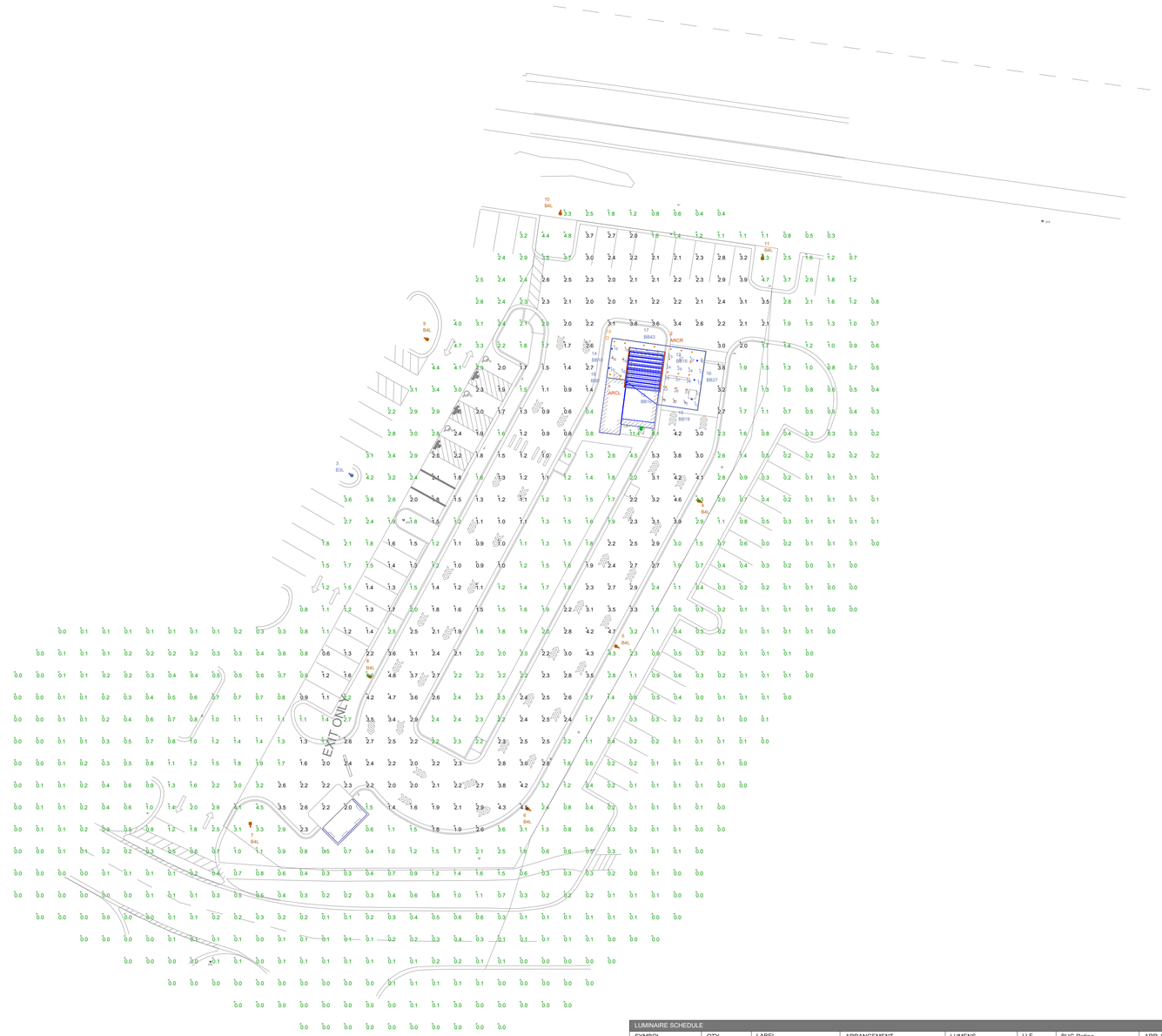
Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	82.9	26.3	
Split Option (s)	37.1	26.5	
Minimum (s)	37.1	26.3	63.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	52.9%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Attachment H



LUMINAIRE LOCATION SUMMARY		
LUM NO.	LABEL	MTG. HT.
1	ARCL	14.176
2	ARCR	14.176
3	B3L	26
4	B4L	26
5	B4L	26
6	B4L	26
7	B4L	26
8	B4L	26
9	B4L	26
10	B4L	26
11	B4L	26
12	BB16	14.072
13	BB16	18.046
14	BB18	9.5
15	BB19	9.5
16	BB27	9.5
17	BB43	9.5
18	BB9	9.5
19	D	8.5
20	D	8.5
21	D	8.5
22	D	8.5
23	D	8.5
24	D	8.5
25	D	8.5
26	D	8.5
27	D	8.5
28	D	8.5
29	D	8.5
30	D	8.5
31	D	8.5
32	D	8.5
33	D	8.5
34	D	8.5
35	D	8.5
36	D	8.5
37	D	8.5
38	D	8.5
39	D	8.5
40	D	8.5
41	D	8.5
42	WP	8.5

FOOTCANDLES LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES UNLESS NOTED OTHERWISE.

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING IS REGULATED BY LOCAL ORDINANCES

POLE MOUNTED FIXTURES TO BE MOUNTED ON EXISITING POLES WITH AN OVERALL HEIGHT OF 26FT.

CALCULATION SUMMARY					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PAVED AREA	2.32	5.3	0.6	3.87	8.83
UNDEFINED	0.87	11.4	0.0	N.A.	N.A.
UNDER SOFFIT	18.72	29	9	2.08	3.22

LUMINAIRE SCHEDULE										
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG Rating	ARR. WATTS	TOTAL WATTS	MANUFACTURE	DESCRIPTION
	1	ARCL	ARCL	8	1.000	N.A.	70.76	70.76	PLED	(ARC) M-SV024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	ARCR	ARCR	8	1.000	N.A.	70.76	70.76	PLED	(ARC) M-SV024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	B3L	Single	14022	1.030	B2-U0-G2	109.44	109.44	Lithonia Lighting	RSX1 LED P3 40K R3 MVOLT SPA FAO
	8	B4L	Single	14206	1.030	B2-U0-G2	109.44	875.52	Lithonia Lighting	RSX1 LED P3 40K R4 MVOLT SPA FAO
	2	BB16	SB16 4IN	7	1.000	N.A.	59.78	119.56	P-LED	(16FT 4IN) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB18	SB18	7	1.000	N.A.	65.88	65.88	P-LED	(18FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB19	SB18 8IN	7	1.000	N.A.	68.32	68.32	P-LED	(18FT 8IN) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB27	SB27	7	1.000	N.A.	98.82	98.82	P-LED	(27FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB43	SB43	7	1.000	N.A.	157.38	157.38	P-LED	(43FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB9	SB09	7	1.000	N.A.	102.33	102.33	P-LED	(9FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	23	D	Single	986	1.000	N.A.	13.1	301.3	Juno Lighting	WF6 SWW5 90CRI MW
	1	WP	Single	2913	1.030	B1-U0-G1	24.42	24.42	Lithonia Lighting	WPX1 LED 40K MVOLT EXXX DBLXD

REDLEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com

REV.	BY	DATE	DESCRIPTION
R1	CIS	1/16/26	ADDED POLES AND FIXTURES TO SITE
R2	CIS	1/19/26	UPDATED LUMINAIRE INFORMATION

DISCLAIMER

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SCALE: 1" = 30'
LAYOUT BY: CIS
DWG SIZE: D
DATE: 01/02/25

PROJECT NAME:
7-BREW (WHO BREW)
WARRENVILLE, IL
DRAWING NUMBER:
RL-10918-S1-R2

SEVEN BREW DRIVE THRU COFFEE

	QTY	LABEL	DESCRIPTION
STREET WRAP	1	ARCL	(ARC) M-SV024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	ARCR	(ARC) M-SV024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)

	QTY	LABEL	DESCRIPTION
AREA	1	B3L	RSX1 LED P3 40K R3 MVOLT SPA FAO
	8	B4L	RSX1 LED P3 40K R4 MVOLT SPA FAO

	QTY	LABEL	DESCRIPTION
DOWNLIGHT	23	D	WF6 SWW5 90CRI MW

	QTY	LABEL	DESCRIPTION
STREET WRAP	2	BB16	(16FT 4IN) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB18	(18FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB19	(18FT 8IN) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB27	(27FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB43	(43FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)
	1	BB9	(9FT) M-SX024-BL (CUT TO NEAREST 4IN) (MAX LENGTH 24FT)

	QTY	LABEL	DESCRIPTION
WALL MOUNTED	1	WP	WPX1 LED 40K MVOLT EXXX DBLXD

STREET WRAP™ FLEX **POD**

SPECIFICATIONS

Certifications	UL 94 V-0, UL & cUL Recognized (SAM Manual), CE, RoHs
Dimensions	(See Table)L X 1.06"W X 0.63"H
Input	24V
Operating Temp	-40° to +65˚C
Power	4.73 W per foot
Power Supply	P-LED 24V
Protection Grade	IP67

FEATURES

- Bends front to back with 6" minimum bending radius
- Dual extrusion, diffused, UV resistant silicone lens and thermal conductive base
- Easy installation
- Available with multiple feeds:
  - Back
  - End

FLEX POD PRODUCT OPTIONS

LED CCT/Color	Jacket Color	Lm./ft	Cut Section Length	Max Length/96W PS	W/Max Length	SKU
6500K	White	368	4.9213"(125mm)	241.1417"	95.1	M-SPX020-65
5000K	White	368	4.9213"(125mm)	241.1417"	95.1	M-SPX020-50
Cyan	White	106	9.8425"(250mm)	236.2205"	93.1	M-SPX019-CN
Amber	White	124	9.8425"(250mm)	236.2205"	93.1	M-SPX019-AM
Pink	White	61	9.8425"(250mm)	236.2205"	93.1	M-SPX019-PK
RGB	White	N/A	9.8425"(250mm)	236.2205"	93.1	M-SPX019-3C

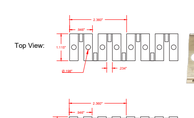
IMPORTANT WARRANTY INFO

This warranty is void if any cuts are made in the field. Any cuts must be made by Principal LED to maintain warranty.

NOTE: The LED neon itself and all its components may not be mechanically stressed. Please ensure that the power supply is adequate to operate the total load. Only qualified personnel should be allowed to perform installations. The design of the housing should be according to the IP standards in the application. If surge protection structure with built-in power supplier, a lightning protector should be needed additionally. Before cutting and sealing, please read the user manual, and please ensure you have read and fully understand it. Please do not twist the product and do not bend it in wrong direction, see Figure 2 for a correct demonstration.

INSTALLATION ACCESSORIES

SKU	Description
A-SPX-TRAL-3	3.28 ft. aluminum mill finish extrusions
A-SPX-CHSS	Back-Bend Flexible Chain



RSX POLE DRILLING

Template #8 — Pop of Pole

RSX STANDARD ARM & ADJUSTABLE ARM

ADDITIONAL FIXTURE INFO

RSX1 LED
Area Luminaire

Catalog Number
Notes
Type

Note: Actual fixture may vary. Arrange in accordance with luminaire schedule.

Specifications

EPA (ft²/ft²):	0.57 ft² (0.05 m²)
Length:	21.8" (55.4 cm) (SPA mount)
Width:	13.3" (33.8 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
Weight: (SPA mount):	22.0 lbs (10.0 kg)

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

Design Select options indicated by this color background.

Ordering Information — **EXAMPLE:** RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 — P2 — P3 — P4	30K 3000K; 40K 4000K; 50K 5000K	R2 Type 2 Wide; R3 Type 3 Wide; R3S Type 3 Short; R4 Type 4 Wide; R4S Type 4 Short; R5 Type 5 Wide *; R5S Type 5 Short *; AFR Automotive Front Row; AFRRW Automotive Front Row Right Rotated; AFRLW Automotive Front Row Left Rotated	MVOLT (120V-277V) *; HVOLT (347V-480V) *; 31OLT (277V-480V) * (see specific voltage for options in matrix) *; 120 120V *; 277 277V *; 208 347* ; 240 480*	SPA Square pole mounting (3.0" min. 10 guide for 1 at 90°, 2.5" min. 10 pole for 2, 3, 4 at 90°); RPA Round pole mounting (3.7" min. dia. 960 pole for 2, 3, 4 at 90°, 3.0" min. dia. 960 pole for 1 at 90°, 2 at 180°, 3 at 120°); WBA Wall adapter (fits 3-1/8" OD tenon); SRM Mast arm adapter (fits 2-3/8" OD tenon); IS Adjustable slipfitter (fits 2-3/8" OD tenon); WBA Wall bracket; WBACC Wall bracket with surface conduit box; AASP Adjustable tilt arm square pole mounting *; AARP Adjustable tilt arm round pole mounting *; AAWB Adjustable tilt arm with wall bracket *; AARCC Adjustable tilt arm with wall bracket and surface conduit box *

Options	Finish
Shipped Installed PE Photocontrol, button style * PEBT Button style twist-lock receptacle only (no control) *,**,*** SF Single fuse (120, 277, 347) * DF Double fuse (208, 240, 480) * SPD20KV 20kV Surge pack (10kV standard) FAO Field adjustable output * DMG 0-10V dimming extend out back of housing for external control (control ordered separate) *	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DSTXD Textured Dark Bronze DBLBXD Textured Black DNATXD Textured Natural Aluminum DWHGXD Textured White

Shipped Installed
***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**
NCSNC*PIR3N nLight AIR generation 2, with Networked, 8-zone motion/ambient sensor **,***,****
BAA Buy American,U.S. and/or Build America,Buy America Qualified
CCO Coastal Construction *
*Note: NCSNC/PIR3N with nLight Air can be used as a standalone or networked solution. Sensor coverage patterns is affected when luminaire is tilted.

Shipped Separately (requires some field assembly)
EGS External gear shield *
EGFV External gear full visor (360° around light aperture) *
BS Bird spikes *

NOTES
1. Any Type 5 distribution, is not available with WBA.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4. XVOLT driver not available with P7 or P8. XVOLT driver operates on any line voltage from 277-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE.
5. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6. Maximum tilt is 90° above horizontal.
7. It may be ordered as an accessory.
8. Requires MVOLT or 347V.
9. Two or more of the following options cannot be combined: including PE, DMG, BAA, BSW, SF, DF, SPD20KV, FAO, DCR. PE and FAO can be combined, also PE and DMG can be combined.
10. Compatible with standard twist-lock photocells for dusk to dawn operation or advanced control nodes that provide 0-10V dimming signals. Wire #18 for 2 wires) to dimming leads on driver. Mixed MVOLT rapped mode luminaires. Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with P1 or P2.
11. Not available with NCSNC. For additional information on PIR9N, visit
12. Must be ordered with PIR4N.
13. Must be ordered with PIR.
14. Must be ordered with NLTAIR2. For additional information on PIRHN, visit
15. Not button not available with WBA, WBACC, AASP, AARP, AAWB, AARWBCC, IS35, IS50 and BS.
16. Must be ordered with fixture for factory pre-drilling.
17. Requires luminaire to be specified with PERP option. Ordered and shipped as a separate line item from Acuity Brands Controls.

Accessories

RSX1 LED Area Luminaire Spare Fuse Kit	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 120V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 277V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 347V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 480V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 208V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 240V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.
RSX1 LED Area Luminaire Spare Fuse Kit 480V	Replacement fuse kit for RSX1 LED Area Luminaire. Includes 1 (two) 3AG time delay fuse.

External Shields

House Side Shield

External Glare Shield

External 360 Full Visor

Pole/Mounting Information

Accessories including bullhorns, cross arms and other adapters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

HANDHOLE ORIENTATION

Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	RSX Mounting	Finish	1 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-7/8"	RPA_KARP	AS3-LPA	AS3-LPA	AS3-LPA	AS3-LSA	AS3-LPA	AS3-LPA
3-1/8"	RPA_KARP	AS3S-PA	AS3S-2BS	AS3S-PA	AS3S-SA	AS3S-PA	AS3S-PA
4"	RPA_KARP	AS3S-PA	AS3S-2BS	AS3S-PA	AS3S-SA	AS3S-PA	AS3S-PA

Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
	Round Luminaire	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	Drill Nomenclature	DM29SQ	DM29AS	DM29SQ	DM30SQ	DM29AS	DM49AS

RSX1 - Luminaire EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configurations										
Mounting Type	Tilt	Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side
SPA - Square Pole Adapter • RPA - Round Pole Adapter • WA - Wall Arm Adapter	0°	0.57	1.03	1.05	1.52	1.56	2.03	1.31	1.7	2.26
	0°	0.62	1.08	1.15	1.62	1.46	2.13	1.36	1.8	2.36
		0.49	0.95	0.89	1.36	1.2	1.87	1.23	1.54	2.1
	0°	0.57	1.03	1.05	1.52	1.56	2.03	1.31	1.7	2.26
	10°	0.68	1.34	1.33	2	1.74	2.64	1.55	2.03	2.71
	20°	0.83	1.71	1.73	2.56	2.26	3.42	1.75	2.42	3.49
	30°	1.24	2.19	2.3	3.21	2.87	4.36	2.49	3.73	4.97
	40°	1.81	2.68	2.98	3.85	3.68	5.30	3.62	5.43	7.24
	45°	2.11	2.92	3.46	4.2	4.08	5.77	4.22	6.33	8.44
	50°	2.33	3.17	3.72	4.53	4.44	6.26	4.62	6.94	9.25
	60°	2.71	3.66	4.38	5.21	5.15	7.24	5.43	8.14	10.86
	70°	2.78	3.98	4.54	5.67	5.47	7.91	5.52	8.27	11.03
	80°	2.76	4.18	4.62	5.97	5.76	8.31	5.51	8.27	11.03
	90°	2.73	4.25	4.64	6.11	5.91	8.47	5.45	8.18	10.97

ADDITIONAL FIXTURE INFO

Catalog Number
Notes
Type

Note: Actual fixture may vary. Arrange in accordance with luminaire schedule.

Contractor Select™

WF4 & WF6 SWW5
4" & 6" Switchable White Downlight LED Ultra-Thin Wafer

The 4" and 6" round smooth with SCCT Switchable White technology provide high-quality light output and efficiency featuring a switch for easy color temperature adjustment to choose between 2700K, 3000K, 3500K, 4000K, or 5000K - while eliminating the need for recessed housings.

FEATURES:
- Round smooth lens trim designed to distribute precise even illumination for general purpose areas
- Canless - no can required; equals easy to install and less labor
- 5 selectable color temperatures to choose with a switch ranging from warm (2700K) to daylight (5000K) allowing customization for endless applications
- Dimmable to 10%

Catalog Number	UPC	Description	Replaces Up To	Lumens	Input Watts	CCT	CRI	Voltage	Finish	Dimming Protocol	Pallet Qty.
WF4 SWW5 90CRI MW M6	194994240465	4" Wafer-Thin LED Downlight	65W	670	9W	2700K/3000K/3500K/4000K/5000K	90	120V	Matte White	Triac	540
WF4 SWW5 90CRI MB M6	194994240595	4" Wafer-Thin LED Downlight	65W	670	9W	2700K/3000K/3500K/4000K/5000K	90	120V	Matte Black	Triac	540
WF6 SWW5 90CRI MW M6	194994241373	6" Wafer-Thin LED Downlight	75W	970	13W	2700K/3000K/3500K/4000K/5000K	90	120V	Matte White	Triac	360
WF6 SWW5 90CRI MB M6	194994240809	6" Wafer-Thin LED Downlight	75W	970	13W	2700K/3000K/3500K/4000K/5000K	90	120V	Matte Black	Triac	450

Accessories: Order as separate catalog number.

WFBAR4 PAN	Universal New Construction Wafer Pan
WF4 PAN 912	4" new construction pan, retail pack of 12
WF6 PAN 912	6" new construction pan, retail pack of 12
WF4GB MW	4" Wafer Gard Ring 4.2" ID x 6.2" OD
WF6GB MW	6" Wafer Gard Ring 6" ID x 8" OD
WFRB U	Remodel Joist Bar
WFEWC4 SWXPIN FT4	3-Pin Wf Cable
WFEWC10 SWXPIN FT4	3-Pin 10ft Cable
WFEWC20 SWXPIN FT4	3-Pin 20ft Cable

*Good rings are made of 22 gauge steel and painted white.

Specifications

HOUSING:
Polycarbonate injection molded outer frame, with steel back plate. Non-conductive mud-in from trim design suitable for a wide range of applications and codes requiring a non-conductive lens. • FT4 3-pin plenum rated cable connector to connect from module to remote driver box • Steel spring clip for easy installation. 4", 6" or 8" cut out template is provided to ensure a correct sized hole is cut into ceiling for proper installation of the trim. Size of hole should not exceed 4-1/4" for the WF4 and 6-1/4" for the WF6 • Can be installed from 3/8" to 1 ½" ceiling thickness • Can be removed from below the ceiling for service or replacement.

LED LIGHT ENGINE:
Switchable white color temperature from 2700K, 3000K, 3500K, 4000K, 5000K • 90 CRI minimum • Color accuracy within 4 step MacAdams Ellipse at the end CCT (2700K and 5000K), within 6 step McAdams Ellipse in the middle CCT (3000K, 3500K, and 4000K) • Dimming 100% to 10% with most standard incandescent dimmers (see list of approved dimmers)

DRIVER:
Connect directly to 120V Class 2 (CAN ICES-005 (B) / NMB-005 (B)) LED driver. 120V 60 Hz constant current driver provides noise free operation • IC rated driver with convenience of a switch to choose between 5 selectable color temperature options ranging from 2700K (warm white), 3000K, 3500K, 4000K, or 5000K (daylight) • The isolated driver integrated inside steel remote box with four 7/8" knockouts with slots for tyrsel. Suitable for pulling wires with the 12 cubic inch wiring compartment to accommodate up to (6) 14 gauge insulated conductor, or (4) 12 gauge insulated conductors; making the Wafer LED Downlights much easier to wire in 2in2out (plus ground) daisy-chain applications and contractor friendly • 2" plenum space required for the installation of the WF6 driver box. 2"plenum space required for the installation of the WF4 driver box • Suitable for installation in ignid and drop ceiling applications with universal new construction pan.

OPTICAL SYSTEM:
Edge-lit LED technology uses light guided plate to distribute light • Polycarbonate lens provides even illumination throughout the space • Efficient system that can produce over 670 lumens while using 9W (WF4) and 970 lumens while using 13W (WF6) • Replaces 65W incandescent (WF4) and 75W incandescent (WF6).

LIFE:
Rated for 50,000 hours at 70% lumen maintenance.

LABELS:
CSA certified to US and Canadian safety standards • ENERGY STAR® certified product • Suitable for wet location; covered ceiling • Air-tight when in accordance with ASTM E283/ 283M • IC/AT Certified • Can be used to comply with California Title 24 Part 6 High Efficacy LED light Source Requirements • U.S. Patent No. 10,681,784.

TESTING:
All reports are based on published industry procedures; field performance may differ from laboratory performance.

WARRANTY:
3-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Dimensions

PERFORMANCE DATA

	WF4 SWW5	WF6 SWW5
Input Voltage	120V	120V
Input Power Typical	9W (+/-5%)	13W (+/-5%)
Frequency	60 Hz	60 Hz
EMI/RFI	FCC Title 47, Part 15 Class B (consumer)	FCC Title 47, Part 15 Class B (consumer)
Minimum Starting Temp	-40°F(-40°C)	-40°F (-40°C)

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C.

ADDITIONAL FIXTURE INFO

STREET WRAP™ FLEX BACK-BEND 24 VDC
Flexible LED Illumination

STREET WRAP FLEX

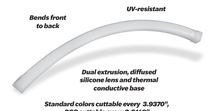
Specifications

Dimensions L x W x H	24-ft and custom lengths available
Input	24 V
Min. bend radius	2.36"
Power	3.66 W/ft.
Operating temp.	-40° C to +65° C
Environment	IP67
Power supply	Principal Sloan 24V
Run footage	Max. 24 ft.
Applications	Neon tube light source, building and sign outline lighting and cover lighting, indoor/outdoor, curvise letters and design
Warranty	5-year Product/5-year Labor

Custom colors will utilize white LEDs behind a color matched silicone over molding, and the MOQ is 4,000ft (1219.2m).

Bends front to back

UV-resistant



Dual extrusion, diffused silicone lens and thermal conductive base

Standard colors cuttable every 3.9370", RGB cuttable every 2.9449"

Product Options

CCT/color	Jacket color	Lm/ft	Cut section length	Max. length/ 96 W PS	W/max. length	SKU
6500 K	White	305	3.9370"	287.4016"	87.7	M-SX024-65
5000 K						M-SX024-50
4000 K						M-SX024-40
Red (623 nm)	Red	82				M-SX024-RD
Orange (609 nm)	Orange	196				M-SX024-OR
Yellow (590 nm)	Yellow	158				M-SX024-YL
Green (525 nm)	Green	140				M-SX024-GR
Blue (468 nm)	Blue	20				M-SX024-BL
Cyan	N/A	36	2.8110"	287.7244"	87.5	M-SX024-CN
Pink		17				M-SX024-PK
RGB		N/A				M-SX024-3C

IMPORTANT WARRANTY INFO

This warranty is void if any cuts are made in the field.
Any cuts must be made by Principal Sloan to maintain warranty.
NOTE: The LED neon itself and all its components may not be mechanically stressed. Please ensure that the power supply is adequate to operate the total load. Only qualified personnel should be allowed to perform installations. The design of the housing should be according to the IP standards in the application. If surge protection structure not within power supplies; a lightning protector should be needed additionally. Before cutting and sealing, please read the user manual, and please ensure you have read and fully understand it. Please do not twist the product and do not bend it in wrong direction, see Figure 1 for a correct demonstration.

End Caps*

Silicone end cap
A-SXHW-ECSI
*Add cap quantities per available open request.

Silicone insert, single color
X-C-SX-SINC

Silicone insert, RGB
X-C-SX-SI3C

Silicone glue
A-SWFX-SA

Wiring

Single color product

RGB product

Types of Feed

principalsloan.com
325.227.4577
3490 Venture Dr., San Angelo, TX 76905

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5 YEAR WARRANTY

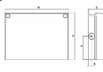
Specifications subject to change without notice.

PRINCIPAL SLOAN We Speak Sign Language

ADDITIONAL FIXTURE INFO

WPX LED
Wall Packs

Specifications



Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location A	Side Conduit Location B	Weight
WPX1	8.1"(20.6 cm)	11.1"(28.3 cm)	3.2"(8.1 cm)	4.8"(10.3 cm)	4.8"(10.3 cm)	6.1 lbs (2.8kg)
WPX2	9.1"(23.1 cm)	12.3"(31.1 cm)	4.1"(10.5 cm)	4.5"(11.5 cm)	6.7"(17.0 cm)	8.2 lbs (3.7kg)
WPX3	9.2"(24.1 cm)	13.8"(35.0 cm)	5.3"(13.7 cm)	4.7"(12.0 cm)	8.7"(17.7 cm)	11.0 lbs (5.0kg)

Catalog Number
Notes
Type

Note: Actual fixture may vary. Arrange in accordance with luminaire schedule.

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 protection and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

Ordering Information — **EXAMPLE:** WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish
WPX1 LED P1 WPX1 LED P2 WPX2 LED WPX3 LED	30K 3000K 40K 4000K 50K 5000K	MVOLT 120V - 277V 347 347V *	(blank) None EWRN Emergency battery backup, CEC compliant (4W, 0°C min)* E14WC Emergency battery backup, CEC compliant (14W, -20°C min)* PE Photocell*	DDBXD Dark bronze DWHXD White DBLXD Black Note: For other options, consult factory.

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES
1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package, which comes with 2.5kV surge protection standard. Add SPDA6KV option to get WPX1 LED P1 with 6kV surge protection.
2. Single fuse (requires 480V): LED P1 40K MVOLT SPDA6KV DDBXD
3. Battery pack options only available on WPX1 and WPX2.
4. Battery pack options not available with 347V or PE options.

FEATURES & SPECIFICATIONS

INTENDED USE
The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION
WPX feature a die-cast aluminum main body with optimal thermal management that both ensures long LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

ELECTRICAL
Light engine configurations consist of high-efficacy LEDs and LED lumen maintenance of 50,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. Add SPDA6KV option to get WPX1 LED P1 with 6kV surge protection.
All photocell (PE) operate on MVOLT (120V - 277V) input.
Note: The standard WPX LED wall pack luminaires come with field-adjustable driver current features. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION
WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows pole-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards.

LISTINGS
WPX is designed to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. Dark Sky Association (DA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions.aspx
Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C.

Performance Data

Electrical Load

Luminaire	Input Power (W)	120V	208V	240V	277V	347V
WPX1 LED P1	11W	0.09	0.05	0.05	0.04	0.03
WPX1 LED P2	24W	0.20	0.12	0.10	0.09	0.07
WPX2	47W	0.39	0.23	0.20	0.17	0.14
WPX3	69W	0.58	0.33	0.29	0.25	0.20

Projected LED Lumen Maintenance
Data references the extrapolated performance projections in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).
To calculate L70, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.94	>0.92	>0.90

HID Replacement Guide

Luminaire	Equivalent HID Lamp	WPX Input Power
WPX1 LED P1	100W	11W
WPX1 LED P2	150W	24W
WPX2	250W	47W
WPX3	400W	69W

Lumen Output

Luminaire	Color Temperature	Lumen Output
WPX1 LED P1	3000K	1,537
	4000K	1,568
	5000K	1,602
WPX1 LED P2	3000K	2,748
	4000K	2,912
	5000K	2,954
WPX2	3000K	5,719
	4000K

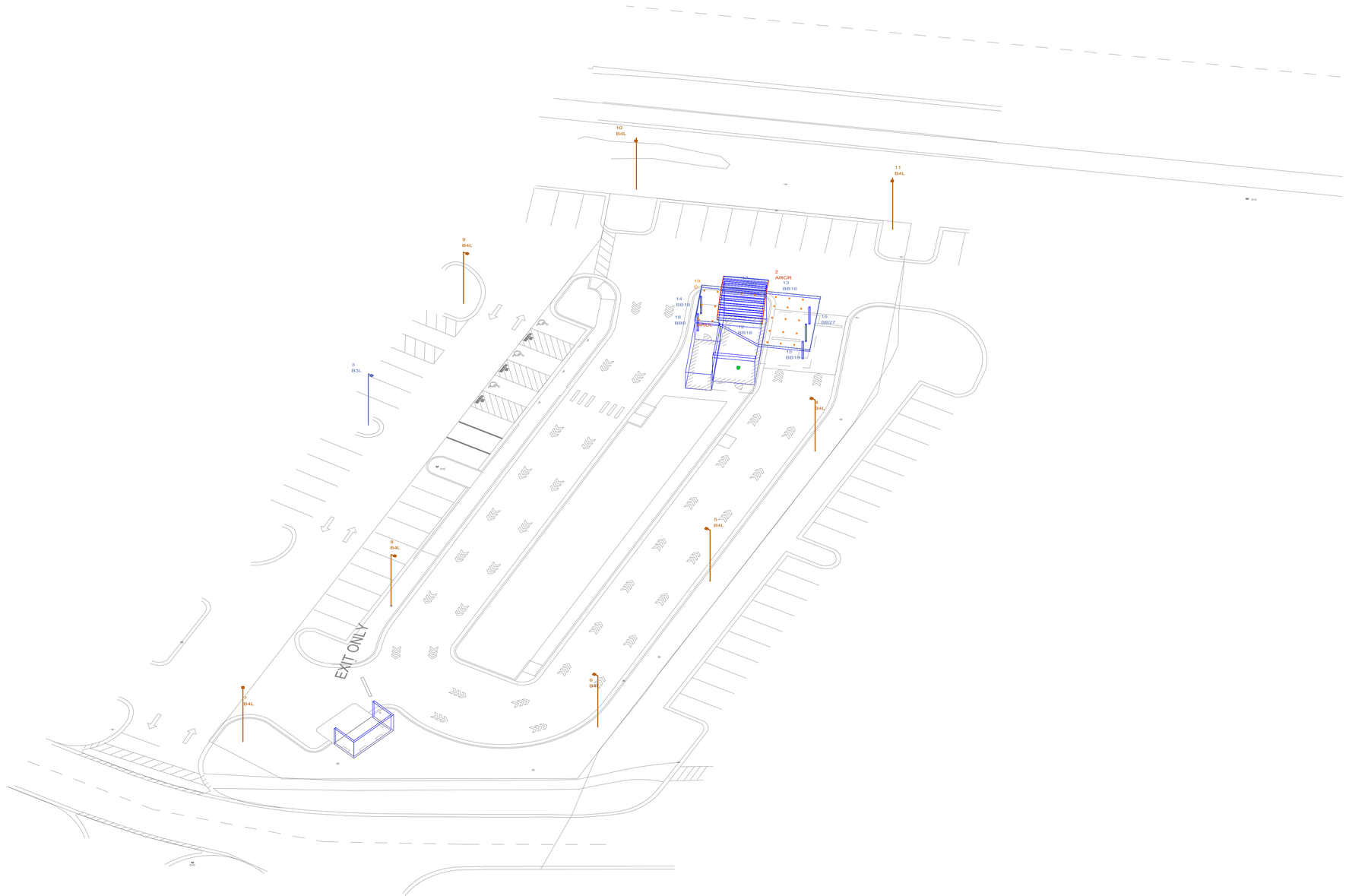
STREET WRAP

AREA

DOWNLIGHT

STREET WRAP

WALL MOUNTED



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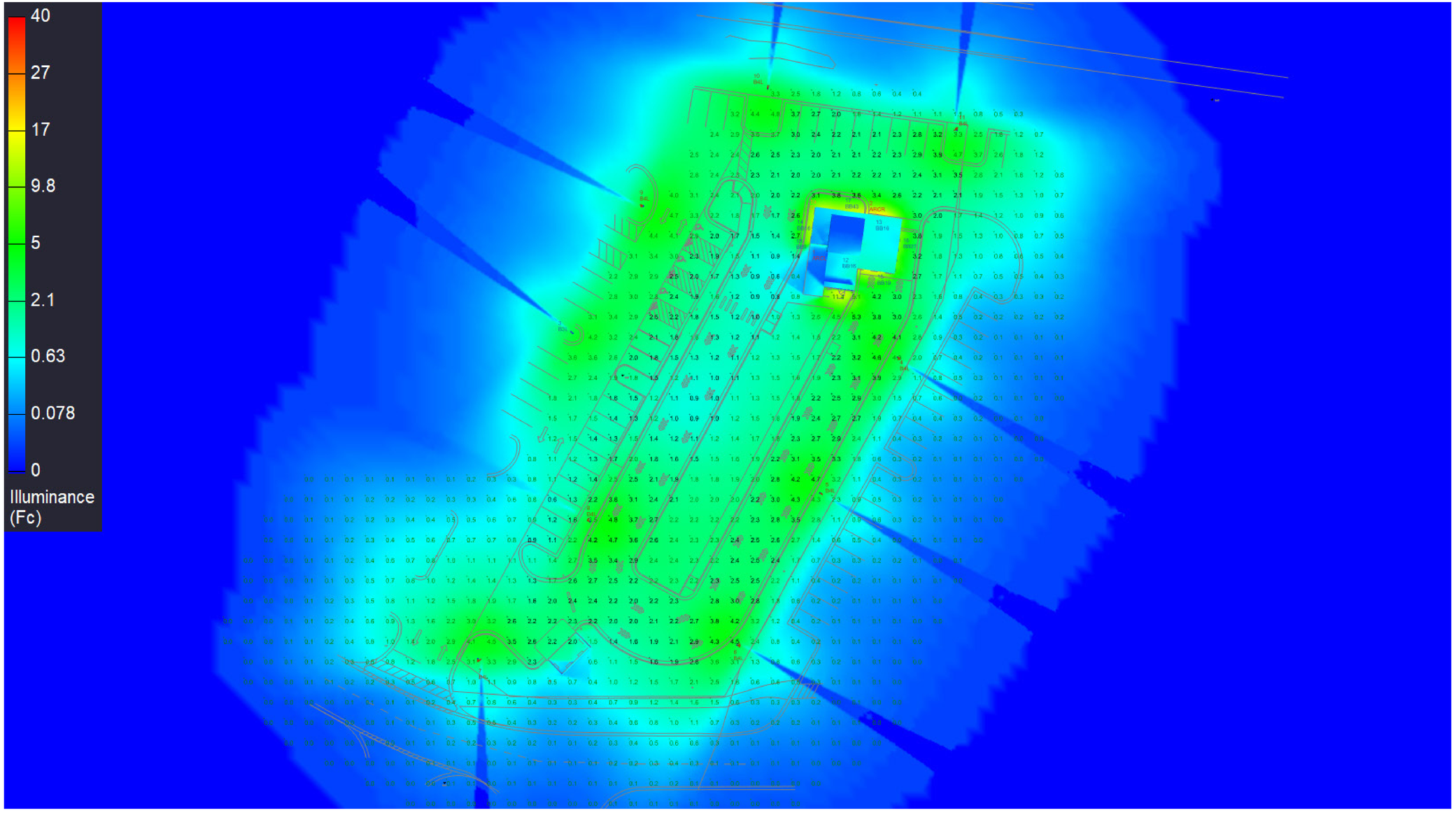
PROJECT NAME:
7 BREW (WHO BREW)
WARRENVILLE, IL

DRAWING NUMBER:
RL-10918-S1-R2

SEVEN BREW 7B DRIVE THRU COFFEE



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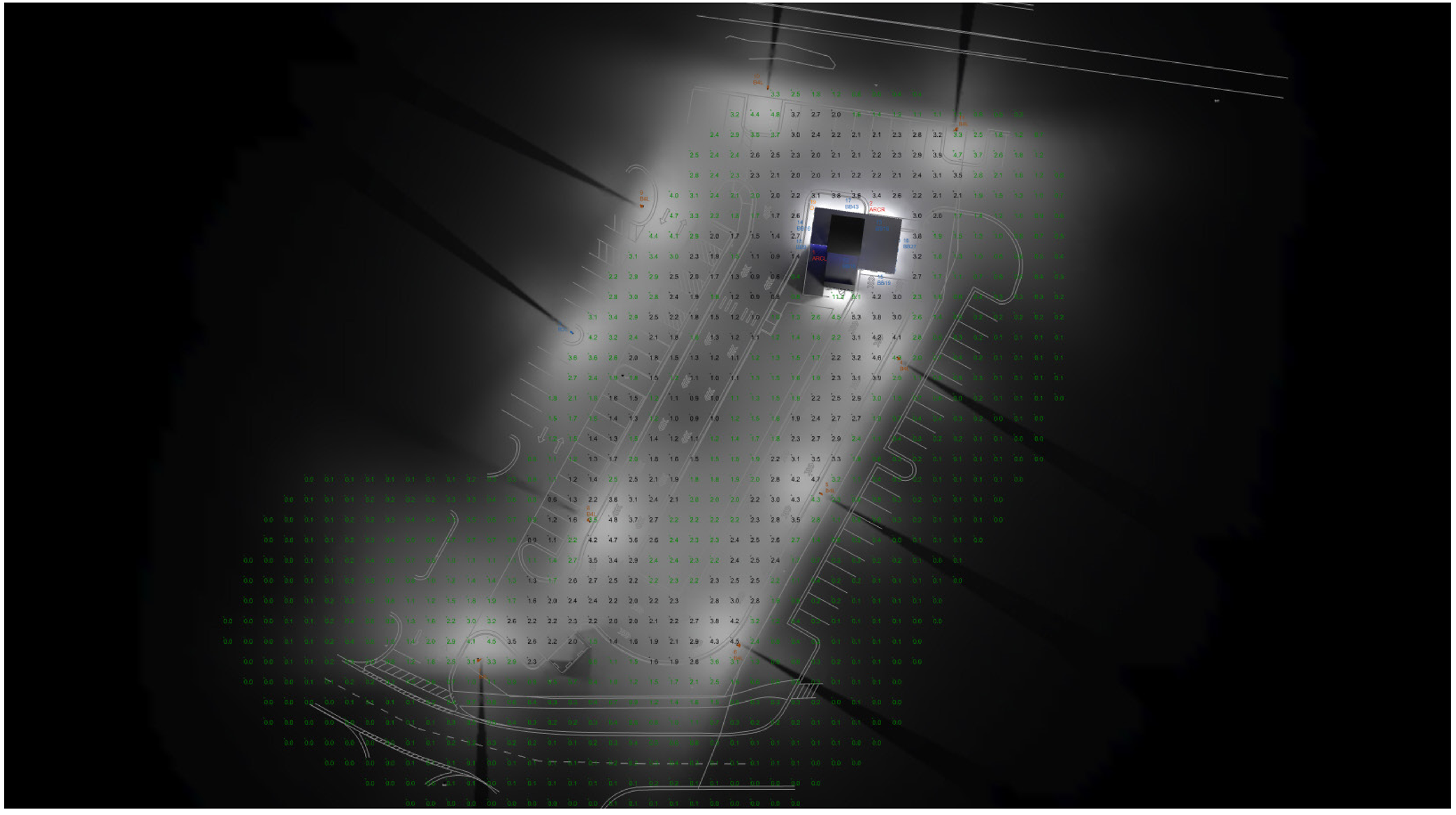
7 BREW (WHO BREW)
WARRENVILLE, IL

DRAWING NUMBER:
RL-10918-S1-R2

SEVEN BREW DRIVE THRU COFFEE



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PROJECT NAME:
7 BREW (WHO BREW)
WARRENVILLE, IL

DRAWING NUMBER:
RL-10918-S1-R2

SEVEN BREW DRIVE THRU COFFEE

Attachment I

City of Warrenville
Jack Maszka
3S258 Manning Avenue
Warrenville, IL 60555

RE: 7 BREW DRIVE THRU COFFEE – GRAND OPENING ACTIVITIES/SWAG DAY/JACKPOT DAY/PROMOTIONAL DAYS DRIVE-THRU OPERATIONAL PLAN
28231 DIEHL ROAD; WARRENVILLE, IL 60555

Dear Mr. Maszka,

Please let this letter serve as the operational plan 7 Brew Drive-Thru Coffee to address Grand Opening Activities, Swag Day, Jackpot Day and all other promotional days (hereafter referred to as "Promotional Days") at the drive-thru stand located at 28231 Diehl Road; Warrenville, IL.

Objective: This operational plan is intended to ensure efficient drive-thru flow and minimize traffic congestion and vehicle backups into the surrounding shopping center, Dodge Drive, Davis Parkway and Diehl Road during Promotional Days. The operational plan provides clear guidance on how overflow stacking procedures, queue management, and team member positioning, to ensure smooth operations and prevent traffic impacts to adjacent roadways.

Stacking and Queue Management Plan

The site plan allows for 48 cars to queue on-site before traffic would otherwise back up on to Private Rd. If the drive-thru queue exceeds 25 vehicles on Promotional Days, the following measures will be put into place to manage drive-thru flow:

- **Overflow Queueing Location:** Upon reaching a queue greater than 48 cars, 7 Brew will implement the overflow stacking plan which incorporates queuing in the drive aisle to the West and depicted in Exhibit A. A single file line will form and can hold an additional 15 cars until reaching Dodge Dr.

- **Third Party Traffic Control:** 7 Brew will engage either the Warrenville Police Department or a Third-Party Traffic Control company to help direct traffic on all Promotional Days. There will be a minimum quantity of two (2) units engaged to help direct traffic to designated locations as identified on Exhibit A.

  Below are Promotional Days that Warrenville Police Department or third-party traffic control company will be engaged to aid in traffic control:

  - Grand Opening Day: Always on a Monday
  - Swag Day: First Saturday after Grand Opening Monday

- Jackpot Days: 7th of every month (event will not be promoted but if a customer comes in and asks about the promotion, it will be honored to the customer. Will commit to traffic control even though no promotion is taking place).
- Grand Opening Day: Always on a Monday

- **Additional Team Members/Team Member Positioning:** Additional team members will be on-site during Swag Day activities. This includes at least three (3) New Stand Opening Specialists and additional team members (up to 20-25 team members) to be positioned to help engage with customers, direct customers of the appropriate locations for customers to queue and to help expedite the process of making and delivering drinks to ensure the drive-thru lane moves as efficiently and quickly as possible in an orderly manner. On all other Promotional Days, the additional team members will be added to direct customers. Locations of the team members are identified in Exhibit. Additional team members will be on hand if additional locations are identified for team members to be stationed during Promotional Days.

- **Large Orders:** In the event there are large orders that threaten to slow down the throughput of the stand, the cars will be notified to pull forward into the parking spots across the drive aisle to the North to wait and collect their order once completed.

This Promotional Days drive-thru overflow management plan is designed to ensure when customer demand peaks, the demand can be accommodated without cars impacting/backing up into the shopping center, Dodge Drive, Davis Parkway and Diehl Road. It is important to note that 7 Brew Drive-Thru Coffee is still fairly new to the Chicagoland market with locations open in Naperville, IL, Round Lake Beach, IL, Lake Zurich, IL, Huntley, IL, Mokena, IL, Lockport, IL, two locations in Joliet, IL, Bolingbrook, IL and Algonquin, IL. By the time Swag Day occurs at the Warrenville, IL location, additional locations should be open in Downers Grove, IL, two in Bloomingdale, IL, and Plainfield, IL. An additional location in Wheaton, IL is tracking similar timing to the Warrenville, IL location.

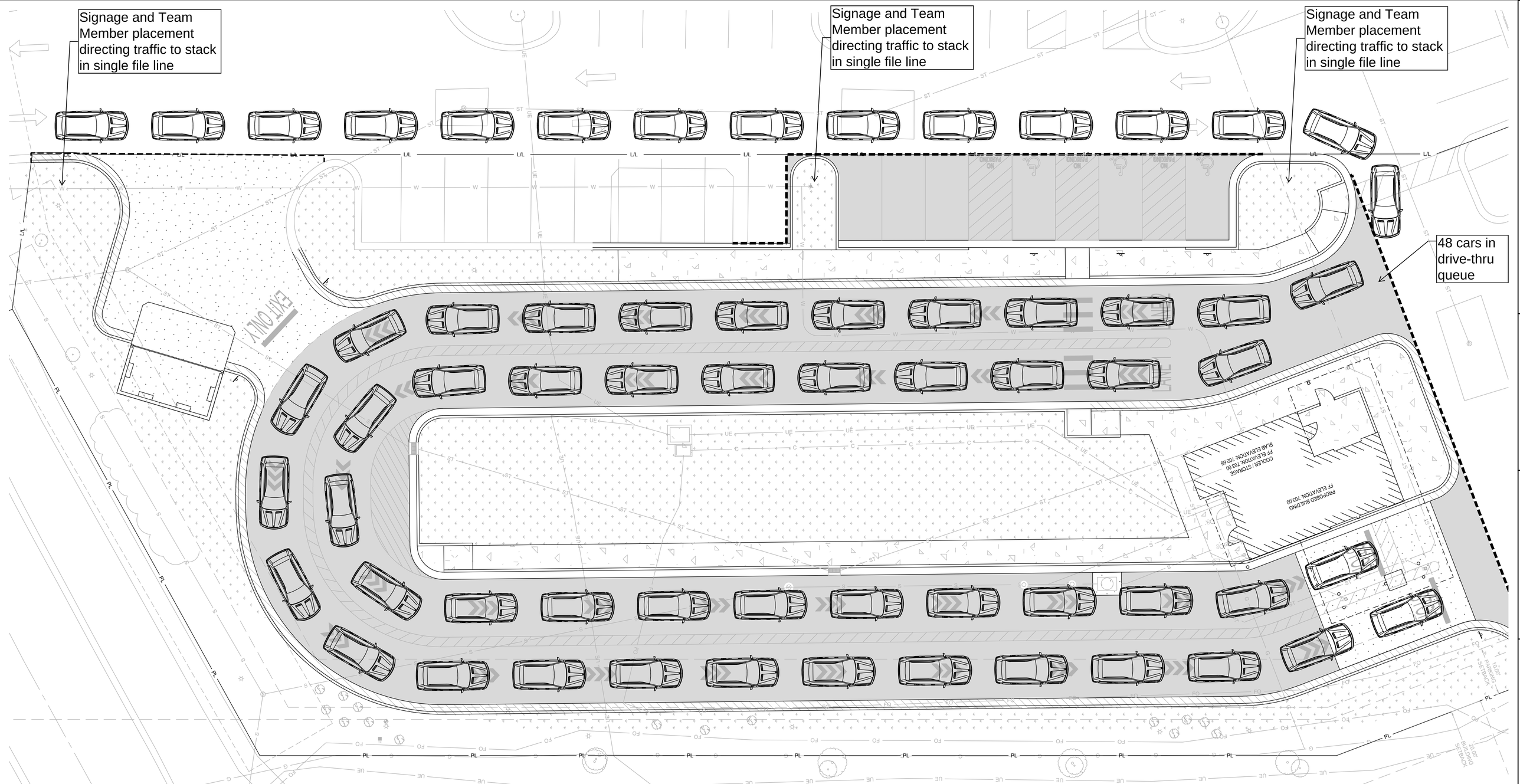
When 7 Brew first opened in Naperville, IL, it saw a significant amount of its business travelling from a far distance away (a lot of times over 10 miles away). This demand has cut down significantly since additional locations have opened and we expect this trend to continue with the opening of additional stands.

We appreciate your time on this matter and please do not hesitate to reach out with any questions. I can be reached at (847) 372-2586 or via email at chrisgeorge@whobrewllc.com.

Sincerely,

Chris George
Who Brew, LLC

EXHIBIT A – OVERFLOW QUEUE EXHIBIT


Signage and Team Member placement directing traffic to stack in single file line
Signage and Team Member placement directing traffic to stack in single file line
Signage and Team Member placement directing traffic to stack in single file line
48 cars in drive-thru queue
EXIT-ONLY
PROPOSED BUILDING FF ELEVATION: 703.00
COOLER / STORAGE FF ELEVATION: 703.00
SLAB ELEVATION: 702.66
NO PARKING
20'-0" PARKING SETBACK
20'-0" BUILDING SETBACK

Attachment J

City of Warrenville
3S258 Manning Avenue
Warrenville, IL 60555

(630) 836 3050 tel
(630) 393 1531 fax
www.warrenville.il.us

MEMORANDUM

Date: February 12, 2026

To: Who Brew LLC

From: Kristine Hocking, P.E., CFM
Assistant Community Development Director
City of Warrenville

Re: Seven Brew Coffee
Engineering/SWM/Public Works Review #3
APPROVED WITH CONDITIONS

We have completed our 3rd review for the Seven Brew Coffee with regards to the DuPage County Stormwater and Flood Plain Ordinance, Warrenville's Subdivision Control and Ordinance, and Public Works requirements. We have reviewed the following documents related to this project:

1. Site Development Plans, prepared by Toth and Associates, dated February 9, 2026
2. Architectural Plans, prepared by Veritas, dated February 10, 2026
3. Plat of Survey, prepared by Manhard Consulting, dated August 19, 2025
4. EOPCC, prepared by Toth and Associates, dated December 15, 2025
5. Photometric Plan, prepared by RedLeonard Associates, dated January 19, 2026
6. Geotechnical Investigation, prepared by G2 Consulting Group, LLC
7. Storm Sewer Calculations, prepared by Toth and Associates, dated December 16, 2025
8. Traffic Impact Study, prepared by KLOA, dated December 23, 2025
9. TIS Supplemental Addendum Memo, prepared by KLOA, dated February 10, 2026

ENGINEERING SUMMARY

ACCESS: Access is provided to the site from Dodge Drive via Diehl Road.

STORMWATER DETENTION: Detention has been provided for in the regional stormwater detention pond to the south.

BEST MANAGEMENT PRACTICES: The net new impervious area is less than 2500 square feet, thus Best Management Practices are not required.

SPECIAL MANAGEMENT AREAS: There are no special management areas on the site.

SEWER & WATER: There is an existing sanitary sewer service and water service to the site that is proposed to be modified.

EROSION CONTROL: The area of disturbance is 0.75 acres. Erosion control measures are required for this development and are provided on the plans.

PERMITS: A City of Warrenville Stormwater and Flood Plain Certification is required due to the site disturbance. City of Warrenville Building Permit will be required.

SITE LIGHTING: The site is considered a medium activity level with requirements including a minimum at any point of 0.5 f/c, an average not to exceed of 2.0 f/c, and a uniformity ratio between 3:1 and 4:1. The sites minimum is 0.6 f/c, average is 2.3 f/c, and uniformity of 3.9. While the site doesn't meet the medium activity level, the site is using existing light fixtures and will receive administrative approval.

REVIEW COMMENTS

The reviewed documents have been stamped **"APPROVED WITH CONDITIONS"**. The following comments should be addressed ***prior to Site Development Permit issuance.***

SITE DEVELOPMENT PLANS:

1. On Sheet C6.1, detail 6.03, use the ADA Illinois Accessibility Code sign type R7-8, with the fee sign R7-I101P of $250.

R7-8 NO PARKING

Legend and Border—Pantone 340C
International Symbol of Accessibility—White on Pantone 286 Background
Background—White
Reduce Spacing 80%

Note:
This is a standard sign and may be ordered from any traffic sign supplier by number. The arrow may be

- *Omitted if there is only one accessible space.*
- *Made to point in one direction.*
- *Replaced by a range of time such as "9 AM-5 PM" where a part-time restriction exists.*

The sign must be supplemented with the Illinois Standard R7-I101 plate showing the amount of the fine for illegally parking in the reserved accessible space(s).

ILLINOIS STANDARD
R7-I101P

COLOR	LEGEND AND BORDER	GREEN	REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED

SIGN SIZE	DIMENSIONS				
	A	B	C	D	E
12 X 6	12.00	6.00	1.50	10.00	4.25

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
12 X 6	2.5 B	0.375	0.438

All dimensions in inches. Sign not to scale.

Where a fine in excess of $250 is established by an agency in accordance with the statutes, the actual amount of the fine should be shown.

This plate may be mounted directly below the R7-8 sign or combined with that sign on a single 12 inch by 24 inch sign (R7-I101).

Figure 502.6 (b)
Parking Fine Sign

LANDSCAPING:

1. See Zoning Comments.

TRAFFIC IMPACT AND CIRCULATION:

1. See comments/review provided by the City's Traffic Consultant Kimley Horn.

PHOTOMETRIC PLAN: The site is considered a medium activity level with requirements including a minimum at any point of 0.5 f/c, an average not to exceed of 2.0 f/c, and a uniformity ratio between 3:1 and 4:1. The sites minimum is 0.6 f/c, average is 2.3 f/c, and uniformity ratio of 3.9. The site photometrics include light poles and fixtures that are not on the property and thus the higher average is allowed with administrative approval. The canopy average is 18.72 f/c and maximum is 29 f/c. While this exceeds the average generally allowed, it is within the allowable values for gas station canopies, which this canopy can be treated as such.

ESTIMATED FEES (Remaining to be paid with Site Development Permit):

1. Stormwater Management Review Fee: $2,000 is required per City code section 8-5-3. This has been paid.
2. Stormwater Inspection Fee: $500 plus 2.5% of EOPCC for Public Improvements (Stormwater Management & Erosion Control). **$1,102.80.**
3. Final Engineering Review and Inspection: Based upon the EOPCC for Public Improvements (Non-Stormwater Management/Erosion Control). **$1,500.00**
4. Development Security: 110% of the total EOPCC for Public and Stormwater Improvements. This can be a cash bond, Letter of Credit, or a Performance and Payment Surety Bond. **$45,607.10**

Attachment K

Warrenville Fire Protection District
3S472 Batavia Road, Warrenville, IL 60555
Phone: 630-393-1381
www.warrenvillefire.com

Acting Fire Chief: Joseph Levy
Board of Trustees: Jeffrey Carstens, Natalie Clemens, Michael Karl, Kathleen Perkins, Alasdair Thompson

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The Warrenville Fire Protection District approves the plans as presented in the email correspondence dated December 17, 2025, regarding the 7 Brew construction project at 28231 Diehl Rd., Warrenville, IL.

Kevin O'Hare
Assistant Fire Chief
oharek@warrenvillefire.com
630-393-1381