

PLAN COMMISSION

INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

600-670 E. BUTTERFIELD ROAD – LAKEPOINTE TOWNHOMES

July 20, 2026

Title

PC 26-12

Property Owner

Hoffmann 600 Lombard, LLC
2330 Hammond Drive, Suite G
Schaumburg, IL 60173

Petitioner

D. R. Horton, Inc. – Midwest
1750 E. Golf Road, Suite 925
Schaumburg, IL 60173

Property Location

600-670 E. Butterfield Road
PIN: 06-29-200-064

Zoning

B3PD Community Shopping
District Planned Development

Existing Land Use

Vacant land (former Northern
Baptist Theological Seminary)

Comprehensive Plan

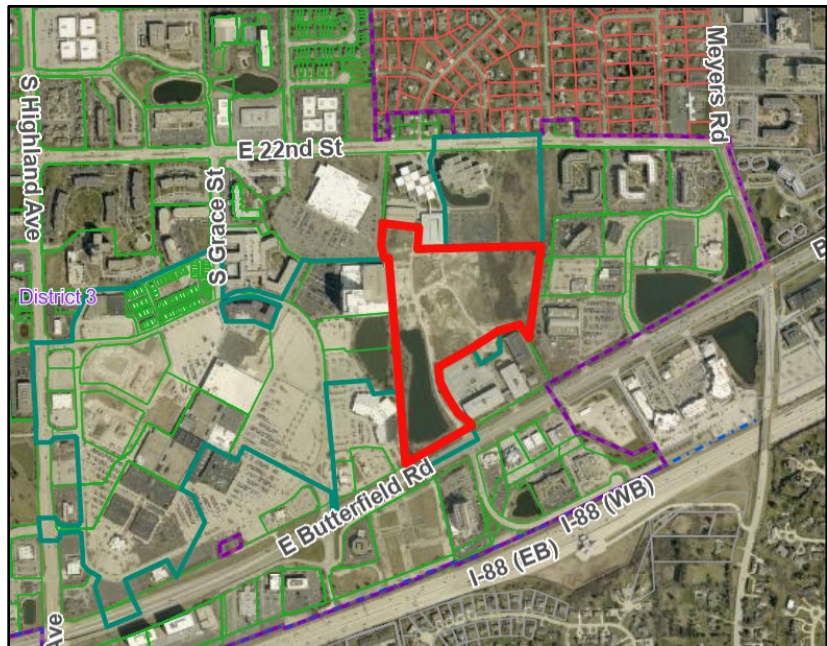
Public and Institutional/Mixed
Use Commercial and Office

Approval Sought

Comp Plan Map amendment;
Zoning Map amendment; approval
of a planned development with
deviations and variations; approval
of a major plat of subdivision;
approval for off-premises

Prepared By

Anna Papke, AICP
Planning and Zoning Manager



LOCATION MAP

DESCRIPTION

The petitioner, D. R. Horton, is the contract purchaser of the 26.8-acre subject property at 600-670 E. Butterfield Road. The petitioner proposes to construct a 157-unit townhome development on the subject property.

The subject property was the site of the Northern Baptist Theological Seminary campus from the 1960s until 2017. NBTs sold the property in 2020 to the current owner, Hoffmann 600 Lombard, LLC (Hoffmann). Hoffmann obtained zoning entitlements for a multi-phased development consisting of a Golf Social driving range, a Moretti's restaurant, a gas station with convenience retail, and a 400-unit multifamily building. The 2020 proposal identified a one-acre parcel for a Village water tower. The water tower parcel (south of the subject property) has been subdivided and conveyed to the Village; construction on the water tower is underway. The remaining phases of the 2020 proposed development did not commence, and Hoffmann put the property on the market.

D. R. Horton's proposal comprises 157 townhomes and approximately 10 acres of open space. Maxant Drive, currently a private drive, will be improved and dedicated as a public right-of-way. Maxant Drive will connect to the Convention Way private drive on the Target property, establishing connectivity between Butterfield Road and 22nd Street. The petitioner requests approval of zoning entitlements to facilitate the proposed development.

Project Details

Parcel Size:	26.8 acres
Open space:	10.47 acres
Dwelling units:	157
Parking spaces:	644
Building height:	Two and three stories

Submittals

See Appendix A

EXISTING CONDITIONS

The subject property is presently vacant.

APPROVAL(S) REQUIRED

The petitioner, D. R. Horton, Inc. – Midwest, that the Village take the following actions on the subject property, located within the B3PD Community Shopping District Planned Development:

1. Approve a Comprehensive Plan Map amendment for the subject property from Public and Institutional and Mixed Use Commercial and Office to Low-Medium Density Residential;
2. Approve a map amendment to rezone the property from the B3 Community Shopping District to the R3 Attached Single-Family Residence District;
3. Pursuant to Section 155.408(C) of Village Code, establish a new planned development for the property, including relief from the following standards, as set forth more fully as follows:
 - a. Pursuant to Section 154.503(D) of Village Code, approve a variation to allow a local residential street with a right-of-way width of 60 feet, where a right-of-way width of 66 feet is required;
 - b. Pursuant to Section 154.506(D) of Village Code, approve a variation to allow lots without public street frontage;
 - c. The following deviations, which are required because all yards will be maintained by the homeowners' association:
 - i. Pursuant to Section 155.408(D)(3) of Village Code, approve a deviation to allow attached single-family dwelling lots with lot areas of less than 3,500 square feet;
 - ii. Pursuant to Section 155.408(E)(3), approve a deviation to allow exterior lots for attached single-family dwellings with lot widths of less than 30 feet;
 - iii. Pursuant to Section 155.408(F)(3), approve deviations to allow yard setbacks of zero feet from the property line;
 - iv. Pursuant to Sections 155.408(H) and 155.510(A)(1) of Village Code, approve the calculation of open space as the total area of open space provided on all parcels within the planned development divided by the base area of the planned development;

- d. Pursuant to Sections 155.408(D) and 155.408(E) of Village Code, approve deviations to allow Lot 3001 with a lot area of less than 3,500 square feet and a lot width of less than 30 feet;
 - e. Pursuant to Section 155.408(G) of Village Code, approve a conditional use to allow attached single-family residences with a building height (measured to the mean height level between eaves and ridge of gable) of three and a half stories and 33 feet and nine inches (33'9");
 - f. Pursuant to Section 155.408(K)(2) of Village Code, approve a deviation to allow buildings of attached single-family dwellings with a length of 154 feet, where a maximum building length of 150 feet is permitted;
 - g. Pursuant to Section 155.408(K)(3) of Village Code, approve a deviation to allow groups of attached single-family dwellings with less than 30 feet of separation between them;
 - h. Pursuant to Section 155.705(C)(1) of Village Code, approve a variation to reduce the number of right-of-way trees where necessary to accommodate driveways, as reflected in the landscape plan submitted by the petitioner;
 - i. Pursuant to Section 153.232(A) of Village Code, approve a deviation to allow a residential subdivision sign with an area of 38 square feet for the south monument sign, where a maximum area of 32 square feet is permitted;
 - j. Pursuant to Section 153.232(B) of Village Code, approve a deviation to allow a residential subdivision sign with a height of nine feet (9') for the south monument sign, where a maximum sign height of four feet is permitted;
 - k. Pursuant to Section 153.232(B) of Village Code, approve a deviation to allow a residential subdivision sign with a height of six feet and eight inches (6'8") for the north monument sign, where a maximum sign height of four feet is permitted;
 - l. Pursuant to Section 153.215 of Village Code, approve deviations to allow development signs with sign areas of more than 32 square feet, and to allow a total number of development signs that exceeds one sign per street exposure, consistent with the signage plans submitted with PC 26-12;
4. Approve a final major plat of subdivision; and
 5. As part of the planned development, approve an off-premises sign for the benefit of the Target property, located on the south side of the subject property fronting Butterfield Road, including relief from Section 153.226 of Village Code (off-premises signs), including subsections (A), (B), (C), (D), (F), (G), and (H), and relief from the residential permitted-sign limitations of Section 153.502 of Village Code, to allow the off-premises sign within the R3 Attached Single-Family Residence District, consistent with the signage plans submitted with PC 26-12.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has the following comment on the petition. Additional comments may be forthcoming during permit review.

1. They are required to have Accessible (ADA approved and USPS approved) cluster mailboxes
2. There is a current tornado siren located in an area of work. That siren will have to be moved at the developer's expense by the contractor approved by the Village for this type of work. It can be moved closer to our pumping station to the South.
3. We would expect a public walk be installed at Butterfield Road. The developer will have to work with IDOT for final approval of this plan.

Fire Department:

The Fire Department has no comments on the petition. Additional comments may be forthcoming during permit review.

Private Engineering Services (PES):

Private Engineering Services has the following comments on the petition. Additional comments may be forthcoming during permit review.

1. Buildings 19, 20, and 24 are shown too close to the water main, and may need to shift (if the water main cannot be shifted).
2. Preliminary redlines were sent to the petitioner.

Public Works:

The Department of Public Works has the following comments on the proposed project. Additional comments may be forthcoming during permit review.

1. Final Engineering: Sheet 2 of 27 – plans identify a berm along the south lot line adjacent to Village's Lot 2. No berm should be constructed to impeded access to the transmission main that will be constructed as part of the construction of the water tower.
2. Plat of Subdivision: General Note – The department agrees to vacation of the ingress/egress easement along south side of Lot1 adjacent to Village Lot 2; however, the utility easement must be maintained.
3. Plat of Subdivision: Sheet 4 of 4 – the certification block for the water commission reads "DuPage County Water Commission" but should read "DuPage Water Commission".

Planning Services Division:

The Planning Services Division notes the following:

1. Surrounding Zoning & Land Use Compatibility

	Zoning	Land Use
North	OPD	Office buildings
South	O, OPD	Office buildings
East	B3PD, R4PD	Fountain Square commercial development
West	B3PD	Westin hotel, AMC Theaters

Development in the vicinity of the subject property consists of large-scale commercial development (Yorktown Center mall, Target, Westin, AMC Theater, Fountain Square restaurants and retail), office buildings, and the Fountain Square condos. The townhome development proposed on the subject property is compatible with the land uses of surrounding properties.

2. Comprehensive Plan Map Amendment: Classify subject property as Low-Medium Density Residential

The subject property was designated Public and Institutional in the Village's 2014 Comprehensive Plan, reflecting the historical use of the property as an educational campus. When NBTS began to market the property for redevelopment, the Village conducted a series of workshops with the Plan Commission to discuss possible redevelopment scenarios. The Plan Commission recognized there were not likely to be other educational uses in need of 26 acres of property and signaled a willingness to amend the Comp Plan designation to support commercial or residential development. In 2020, the current owner successfully petitioned the Village to amend the Comp Plan designation to Mixed Use Commercial and Office to support the proposed Golf Social redevelopment.

The current proposal for the property merits further consideration of the Comp Plan designation. The petitioner is requesting a designation of Low-Medium Residential, which supports townhome developments with moderate densities. Staff is supportive of the request. This area of the Village is characterized by a mixture of Comp Plan designations that support low- to high-density residential as well as office and commercial development. In this respect, the proposed designation on the subject property is compatible with other Comp Plan designations in the area. The Plan Commission workshopped the 157-unit townhome concept plan in November 2025 and again signaled a willingness to reconsider the Comp Plan designation in light of market trends and a viable development proposal.

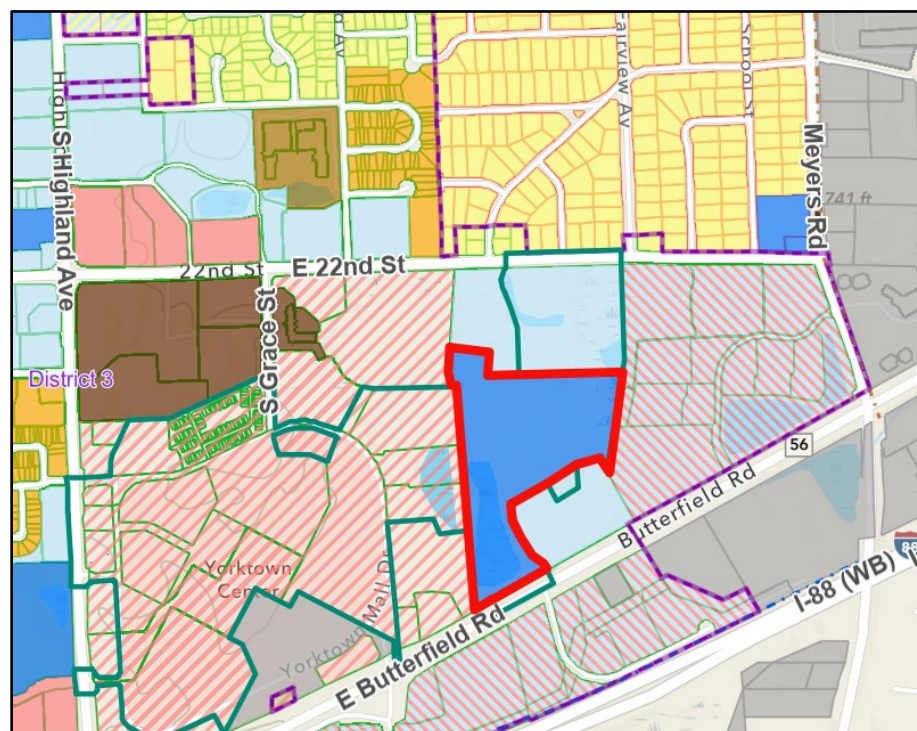


Figure 1. Comp Plan Map. Designations that support residential development shown in yellow, orange, and brown.

3. ***Zoning Map Amendment: Rezone subject property to R3 Attached Single-Family Residence District***

The proposed zoning designation for the property is R3 Attached Single-Family Residence District. The Village Code states that the R3 District is intended to allow for limited concentrations of duplex, two-family, and attached single-family dwellings (townhouses). This is consistent with the development proposal. The maximum allowable density for attached single-family (townhomes) in R3 is 12.4 units per acre. The proposed development has a gross density of 5.8 units per acre. Net density (noninclusive of proposed right-of-way) is 6.5 units per acre.

4. ***Approval of a planned development with variations and deviations***

The petitioner requests approval of a planned development with variations and deviations. The Village Code provides for the use of planned developments as a zoning mechanism to accommodate development that is deemed to be in the public interest but that would not otherwise be permitted in the underlying zoning district. Planned developments offer a mechanism for the Village to be flexible in the application of certain development regulations when doing so will result in a public benefit in the form of improved site design and higher quality of development.

The requested variations and deviations are tied to design decisions made by the petitioner in response to existing site conditions and development priorities. Specifically, there is an existing stormwater pond on the south portion of the subject property and a delineated wetland on the east portion. The townhome units and infrastructure are clustered in the central part of the property to avoid these areas. Further, the Plan Commission and Village Board have consistently expressed a desire for more publicly accessible open space in the Yorktown/Butterfield Road area of the Village. With this priority in mind, the petitioner is proposing additional open space and recreational amenities around the stormwater pond with the expectation that this area will be conveyed to a public entity and made available for use by the general public (see discussion later in this report). These amenities have impacted the layout of the development.

The petitioner has requested a number of deviations and variations from Village Code to accommodate the development as proposed. These requests are discussed in more detail below. On the whole, staff finds the requested relief is reasonable and will enable the petitioner to develop a site plan that makes efficient use of available land while advancing environmental protection objectives, managing stormwater, and increasing the available open space in the Yorktown area. Staff finds the proposed development meets the standards for planned developments with variations and deviations.

A. ***Deviations from the Subdivisions and Development Ordinance***

The petitioner requests a deviation to allow a public right-of-way with 60 feet of width rather than the required 66 feet of width. The reduced width provides for the concentration of development away from the open space and wetlands.

The petitioner requests a deviation to allow for lots that do not have frontage on a public street. Many of the townhome units are accessed by private driveways to the rear of the units rather than direct connections to Maxant Drive. This layout is common in townhome developments, with multiple examples elsewhere in the Village.

B. Deviations for lot dimensions and open space

Per the proposed site plan and plat of subdivision, all yards will be owned and maintained by the homeowners' association. The parcel lines for individual units are within one to three feet of the unit walls. The petitioner requests relief from lot width and yard requirements to accommodate this platting choice.

C. Conditional use for building height

Maximum permitted height in the R3 District is 30 feet or two and a half stories. Buildings up to 45 feet or three and a half stories are conditional uses. The proposed development includes two models of townhomes, the Buckingham and the Seaboard. The Buckingham model falls within the permitted height parameters of the R3 District. The Seaboard model, which is three and a half stories with a mean height of 33'9", requires a conditional use. The townhome units are well set back from development on adjacent lots. Staff finds the additional height of the Seaboard model will not negatively impact neighboring properties.

D. Deviations for attached single-family residence bulk requirements

The proposed plan requires deviations for townhome buildings with a length greater than 150' (154'), and less than 30' separation between buildings. Planning and Fire staff have no objection to the deviations. The Engineering Division notes that buildings 19, 20, and 24 may need to shift to provide adequate separation from water mains. The petitioner is aware of the need to address this comment, and it is noted in the conditions of approval.

E. Signage deviations

The petitioner requests signage deviations to permit residential subdivision signs that exceed the sign area and height allowed by right. There will be one monument sign at each main entrance into the development. The south sign, at the intersection of Maxant Drive and Butterfield Road, will be 38 square feet (maximum 32 square feet permitted) and 9 feet high (maximum four feet high permitted). The north monument sign at the intersection of Maxant Drive with Convention Way will be 6 feet 8 inches high. The larger signs are requested to adequately identify the development from Butterfield Road and the large-scale development on the north side of the subject property (Target, Westin hotel).

Similarly, the petitioner requests deviations to allow for increased temporary development signage along Butterfield Road, the north perimeter of the development at Maxant Drive/Convention Way, and throughout the development. Staff notes the majority of the temporary signage will be internal to the development, not visible from adjacent rights-of-way or properties.

Staff supports the requested signage deviations.

5. Access, circulation, traffic volume, and parking

The subject property has access to Butterfield Road via Maxant Drive, a privately owned and maintained driveway. The petitioner's proposal provides for the extension and improvement of Maxant Drive as a public right-of-way. As part of the 2020 Golf Social development proposal, Hoffmann negotiated an agreement with Target to allow Maxant Drive to connect to Convention Way, a private drive on the east side of the Target site that provides access to 22nd Street at a signalized intersection. The current development proposal maintains this connection to Convention Way and 22nd Street. This element of the

plan will provide improved access to the townhomes for residents and emergency service vehicles along with enhanced connectivity for vehicular traffic in the area.

The Village's traffic consultant, KLOA, conducted a traffic study for the proposed development. KLOA's analysis concludes the following:

- There is sufficient reserve capacity on the roadways surrounding the development to accommodate the traffic generated by 157 townhomes.
- The proposed access to the development, from Maxant Drive/Butterfield Road and Maxant Drive/Convention Way, are sufficient.

Further, staff notes that the amount of traffic generated by 157 townhomes is significantly less than the traffic that would have been generated by the 2020 Golf Social development proposal.

The Village Code requires two parking spaces for each townhome unit. All townhomes include a two-car garage, plus parking spaces for two cars in each driveway. 16 additional parking spaces are provided throughout the development.

6. *Approval of off-premises sign for benefit of adjacent Target property*

The entitlements for the 2020 Golf Social proposal included an off-premises sign for Target facing Butterfield Road on the south side of the subject property (PC 20-16). The intent of this sign was to provide enhanced wayfinding to the adjacent Target through the subject property. This sign was a component of a cross-access agreement between Hoffmann and Target that provided for the connection of Maxant Drive to Convention Way.

The petitioner, as successor to the cross-access agreement, intends to install the off-premises Target sign on the subject property. The requested relief includes approval of variances necessary to install an off-premises sign in the R3 District. The size and dimensions of the proposed sign are identical to the sign that was approved for this purpose in 2020. Staff has no objection to this requested relief.

7. *Open space*

The development proposal includes three open space areas totaling approximately 12 acres:

- Park space: 1.42 acres. Located south of the townhomes, north of the existing stormwater pond. The petitioner will construct a playground, pavilion, overlook patio, benches/tables, and full landscaping. Some of the guest parking stalls are directly adjacent to this portion of the property.
- Pond area: 6.36 acres (4.14-acre pond and 2.22 acres of dry perimeter). The petitioner will improve the area around the existing stormwater pond on the south end of the site with new landscaping and an asphalt trail.
- Wetland area: 4.22 acres on the east side of the site. The petitioner will maintain this as a naturalized area with asphalt trail, subject to DuPage County wetland permitting requirements.

Publicly owned parkland and open space are limited in Lombard south of Roosevelt Road. With nearly 1,200 new residential units entitled or constructed in the Yorktown area in the last 10 years, finding opportunities to increase the available open space south of 22nd Street is a priority of the Village. The petitioner is willing to dedicate the park space and pond area as public open space. Discussions between the petitioner, the Village, and the York Center Park District regarding the final ownership and maintenance of these areas are ongoing. Once an agreement is formulated, it will be sent to the Economic and Community Development Committee and the Village Board for approval.

8. ***Final plat of subdivision***

The petitioner intends to subdivide the property into individual townhome units with common areas owned and maintained by a homeowners' association. The petitioner has submitted a draft final plat of subdivision for review by the Plan Commission and Village Board. Staff has reviewed the draft final plat and offered comments that will require minor revisions. These comments are noted above. Minor elements of the plat may require additional review and possible revision prior to signature and recording. Staff recommends approval of the final plat.

SITE HISTORY

PC 20-12: Golf Social Planned Development

Establishment of the Golf Social Planned Development.

PC 20-13: Lot 1 of Golf Social Planned Development

Approval of zoning entitlements for Lot 1 in the Golf Social Planned Development. Proposed improvements included a gas station, car wash, quick service restaurant, and convenience retail.

PC 20-14: Lots 2 and 3 of Golf Social Planned Development

Approval of zoning entitlements for Lots 2 and 3 in the Golf Social Planned Development. Proposed improvements include Golf Social driving range, Moretti's restaurant, and off-site parking on Lot 3 to benefit Lot 2.

FINDINGS & RECOMMENDATIONS

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards for map amendments, approval of a new planned development with deviations and variations, and approval of a major plat of subdivision, as established by the Lombard Village Code. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and testimony presented, the proposed map amendments, planned development with companion deviations and variations, and major plat of subdivision **comply** with the standards required by the Village of Lombard Village Code; and, therefore, I move that the Plan Commission accept the findings of the Inter-Departmental Review Committee Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 26-12, subject to the following conditions:

1. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in the Inter-Departmental Review Committee Report, except as they may be changed to conform to Village Code;
2. That the petitioner shall apply for and receive building permits for the proposed development;
3. That the petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;

4. That per the Engineering Division comments noted in this report, the petitioner shall shift buildings 19, 20, and 24 as required to provide adequate separation from water mains; these revisions shall not be deemed major changes to the planned development; and
5. That this approval shall be subject to the commencement time provisions as set forth within Section 155.103(F)(11).



Trevor Dick, FAICP
Director of Economic Development and Planning

Attachment: Traffic Impact Study – Proposed Lakeside Pointe Townhomes, prepared by KLOA, dated June 22, 2026.

c. Petitioner

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APPENDIX A
PETITIONER'S SUBMITTALS

1. Plan Commission petition
2. Petitioner's response to standards
3. Revised final engineering submittal letter
4. ALTA Survey 660 Butterfield Road 10-03-2025
5. Plat of Topography 660 Butterfield Road 10-10-2025
6. Final Plat of Subdivision 06-03-2026
7. Revised Final Engineering Plan Set 06-03-2026
8. Stormwater Management Report 06-03-2026
9. Photometric Plan 06-02-2026
10. Emergency Vehicle Autoturn Exhibit 06-02-2026
11. Engineers Opinion of Probable Cost (EOPC) 06-03-2026
12. Northern Baptist – Soils Report
13. Lombard Seminary – Soils Report
14. Test Pit Exploration Report
15. Issued IHPA Permit
16. IDNR EcoCAT Clearance
17. KDSWCD NRI 26-029 Report
18. Elevation Renderings
19. Architectural Elevations
20. Floorplans
21. Final Landscape Plan
22. Final Landscape EOPC
23. Site Plan
24. Signage Package

Traffic Impact Study

Proposed Lakeside Pointe Townhomes

Lombard, Illinois



June 22, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Lakeside Pointe Townhomes. The site, which used to be occupied by the Northern Baptist Seminary, is located east of the Yorktown Center between Butterfield Road (IL 56) and 22nd Street and is proposed to be redeveloped with 157 townhomes with access to Butterfield Road via Maxant Drive and via a connection to the northwest with Convention Way.

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

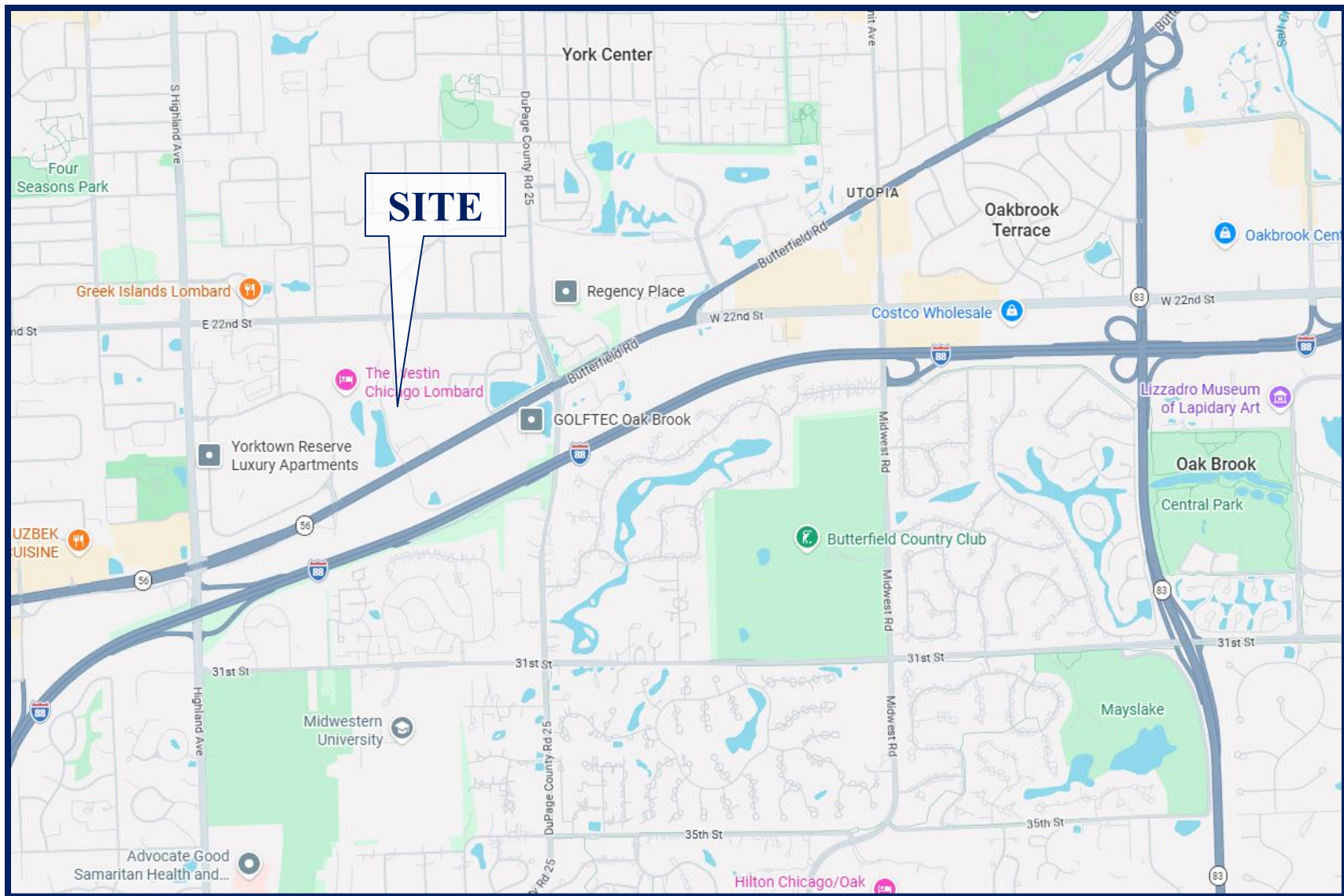
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using peak hour traffic volumes based on traffic counts conducted in 2026.
2. Year 2032 No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor and the traffic to be generated by any other developments in the area.
3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system using no-build traffic volumes and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

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

Site Location

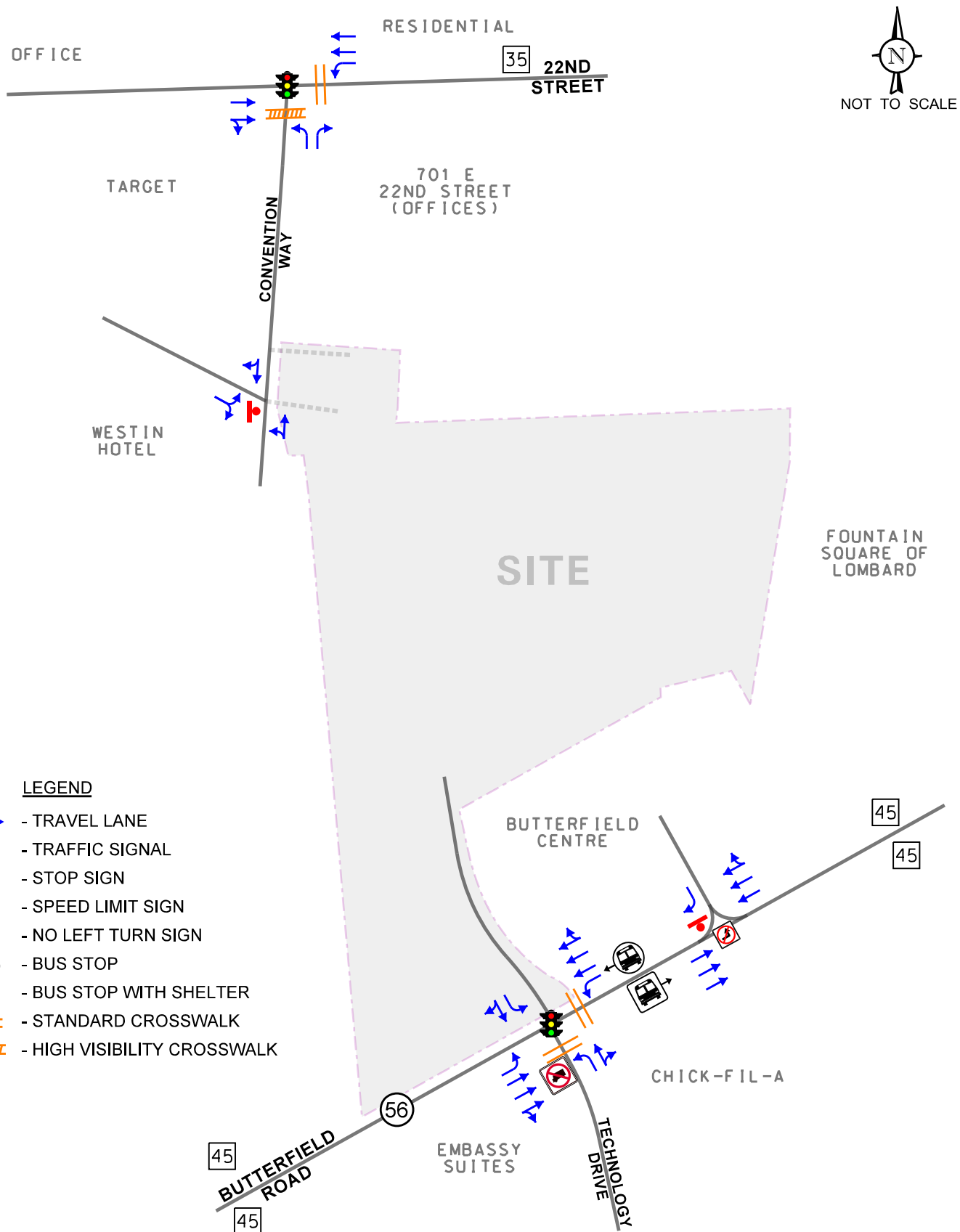
The site, as previously indicated, is located east of the Yorktown Center between Butterfield Road (IL 56) and 22nd Street. The surrounding land uses are the Yorktown Center to the west, the Fountain Square retail center and general office to the east, and the Westin Hotel/Target Store and general office to the north.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Butterfield Road (IL 56) is an east-west major arterial, providing three through lanes in each direction separated by a raised median with curb/gutter provided on both sides of the roadway. Butterfield Road has a posted speed limit of 45 mph in the vicinity of the site and parking is prohibited on both sides of the roadway. At its signalized intersection with Maxant Drive/Technology Drive, both approaches provide an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. At its unsignalized intersection with the Butterfield Centre right-in/right-out access drive, Butterfield Road provides three through lanes on the eastbound approach and two through lanes and a shared through/right-turn lane on the westbound approach. Butterfield Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is designated as a Strategic Regional Arterial (SRA) and carries an average daily traffic (ADT) volume of 42,900 vehicles (IDOT 2025).

Maxant Drive/Technology Drive is a north-south road that serves the Butterfield Centre office complex and the Northern Baptist Theological Seminary (site) to the north. To the south, the road serves the Embassy Suites hotel, Chick-fil-A, Extended Stay America hotel, the Surgical Center of DuPage Medical Group, and other commercial/retail uses. At its signalized intersection with Butterfield Road, Technology Drive provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches.



22nd Street is an east-west minor arterial road that extends from Meyers Road west to Finley Road. 22nd Street extends further west of Finley Road as a residential local roadway. The road provides two lanes in each direction separated by a raised landscaped median in the vicinity of the site. At its signalized intersection with Convention Way, 22nd Street provides an exclusive left-turn lane and two through lanes on the westbound approach. The eastbound approach provides a through lane and a shared through/right-turn lane. 22nd Street is under the jurisdiction of the Village of Lombard, carries an AADT of 11,100 vehicles, and has a posted speed limit of 35 miles per hour.

Convention Way is a north-south road private road that generally serves the Target store and the Westin Hotel and provides one lane in each direction. At its signalized “T” intersection with 22nd Street, Convention Way is widened to provide an exclusive left-turn lane and an exclusive right-turn lane. At its unsignalized intersection with the Target east-west main drive aisle, Convention Way provides a shared left-turn/through lane on the northbound approach and a shared through/right-turn lane on the southbound approach with no posted speed limit.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, March 17, 2026 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Butterfield Road Maxant Drive/Technology Drive
- Butterfield Road with Butterfield Centre right-in/right-out access drive
- 22nd Street with Convention Way
- Convention Way with Target east-west main drive aisle

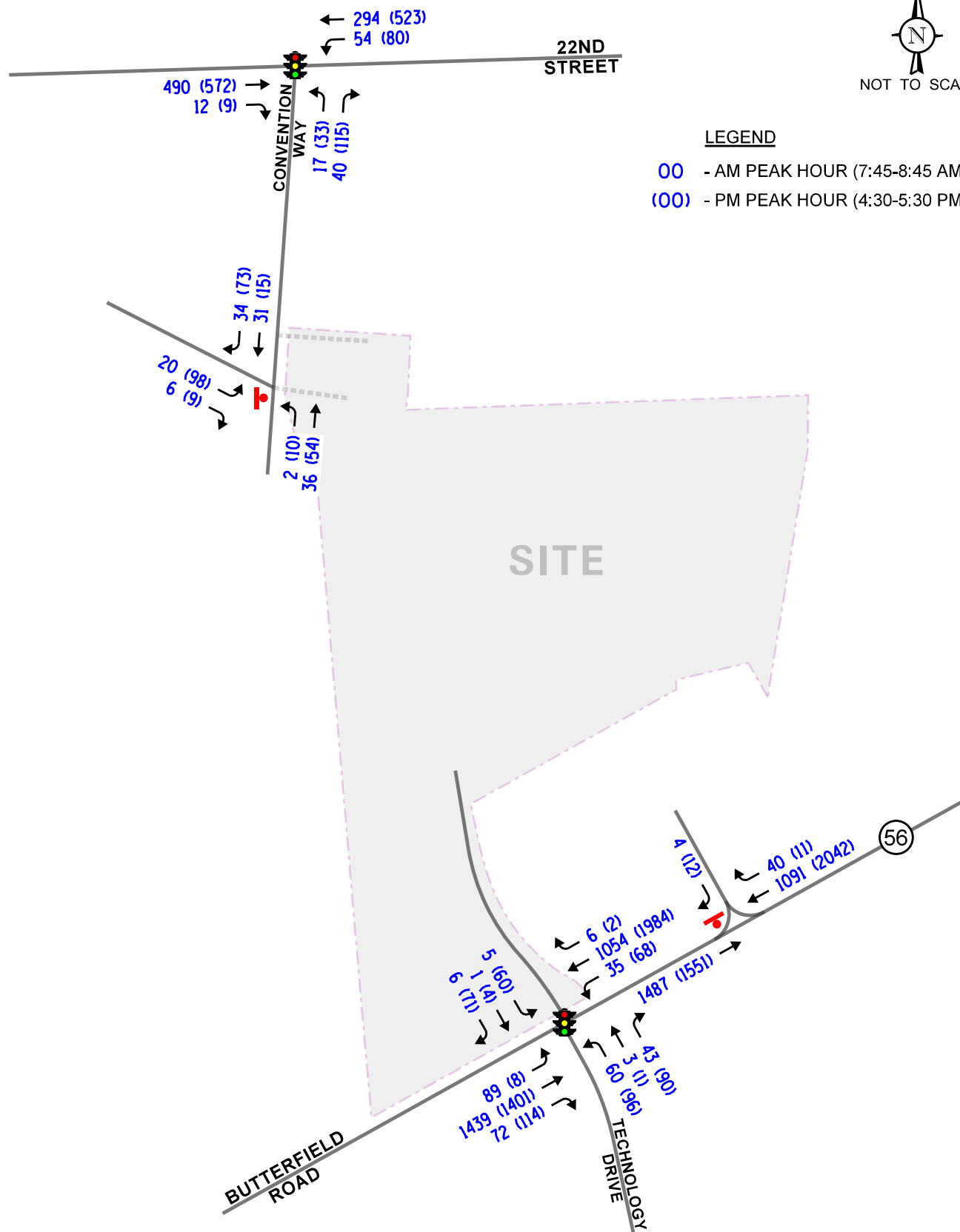
The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are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



NOT TO SCALE

LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



Lakeside Pointe
Townhomes
Lombard, Illinois

Existing Traffic Volumes



Job No: 26-077

Figure: 4

Crash Analysis

KLOA, Inc. obtained accident data¹ from IDOT for the most recent available past five years (2020 to 2024) for the intersections of Butterfield Road with Maxant Drive/Technology Drive and Butterfield Centre right-in/right-out access drive and 22nd Street with Convention Way. It should be noted that the intersections of Butterfield Road with Butterfield Centre right-in/right-out access drive and 22nd Street with Convention Way experienced an average of less than one crash per year. **Table 1** summarizes the crash data at the intersection of Butterfield Road with Maxant Drive/Technology Drive. A review of the crash data indicated that there were no fatalities reported in the last five years.

Table 1
BUTTERFIELD ROAD WITH MAXANT DRIVE/TECHNOLOGY DRIVE
CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	2	0	3	0	5	5	0	0
2022	0	0	0	2	0	3	0	5	5	0	0
2023	0	0	0	0	1	3	0	4	4	0	0
2024	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>
Total	1	0	0	4	1	10	0	16	16	0	0
Avg	<1.0	--	--	<1.0	<1.0	2.0	--	3.2	3.2	--	--
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).

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 plans call for redeveloping the Northern Baptist Seminary site with 157 townhomes with access to Butterfield Road via Maxant Drive and via two full-movement access drives located off Convention Way, one located opposite the Target east-west main drive aisle and one located approximately 120 feet north of the Target east-west main drive aisle. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

A copy of the site plan depicting the proposed development is included in the Appendix.

Directional Distribution

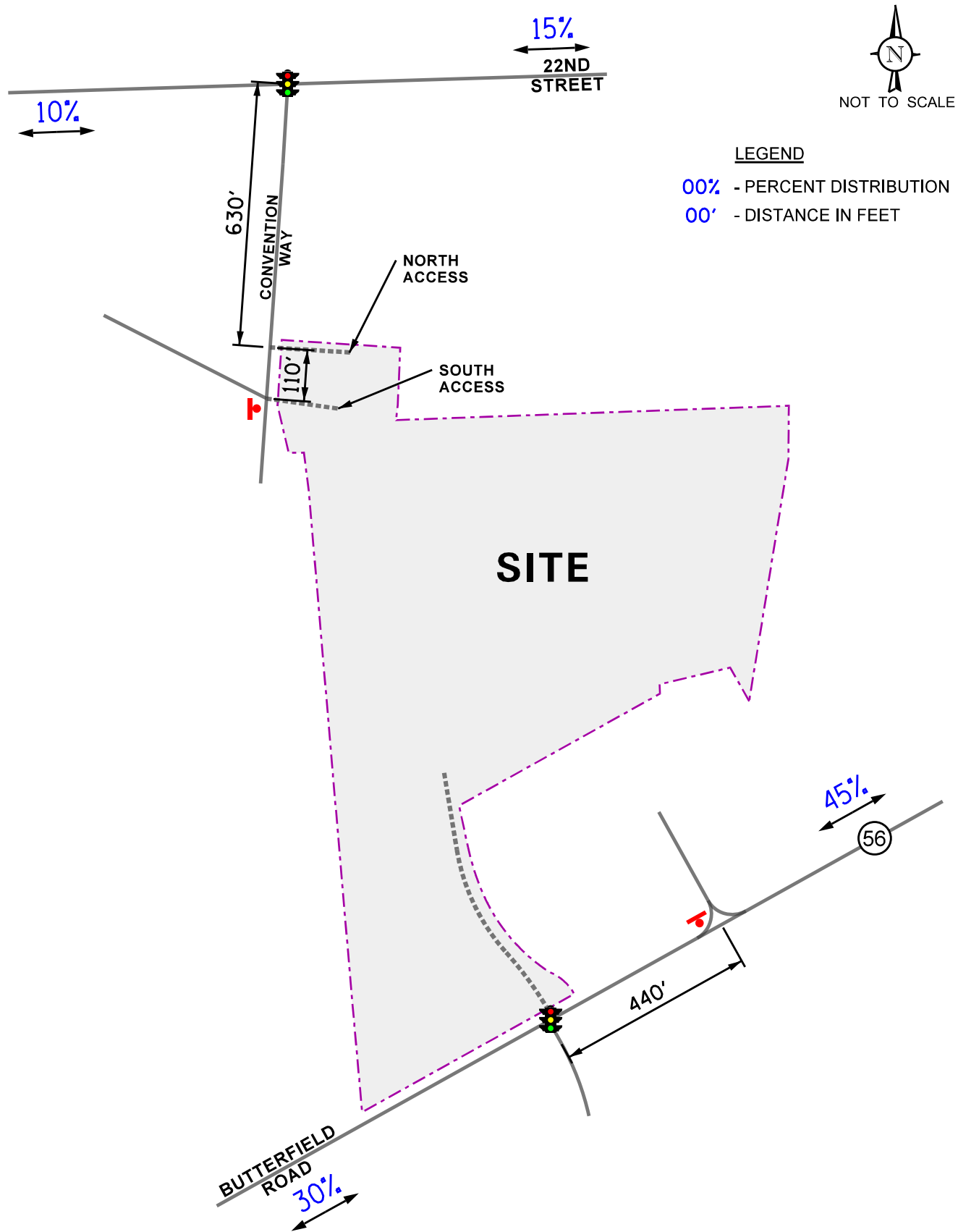
The directions from which patrons and residents of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The total number of vehicle trips estimated to be generated by the proposed development during the peak hour and on a daily basis are based upon the proposed land use types and sizes. The volume of traffic that will be generated was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition for Land-Use Code 215 (Single-Family Attached Housing). **Table 2** summarizes the trips projected to be generated by the development.

Table 2
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (157 Units)	20	59	79	47	36	83	514	514	1028



4. Projected Traffic Conditions

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

Development Traffic Assignment

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

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 a letter provided by CMAP, projections indicate the existing traffic volumes will increase by an annually compounded growth rate of approximately 0.46 percent per year for a total of approximately three percent over six years. In addition, A copy of the CMAP letter is included in the appendix. Additionally, the traffic estimated to be generated by the approximately 133,400 square feet of vacant office space within the Butterfield Centre was included in the background traffic conditions.

Total Projected Traffic Volumes

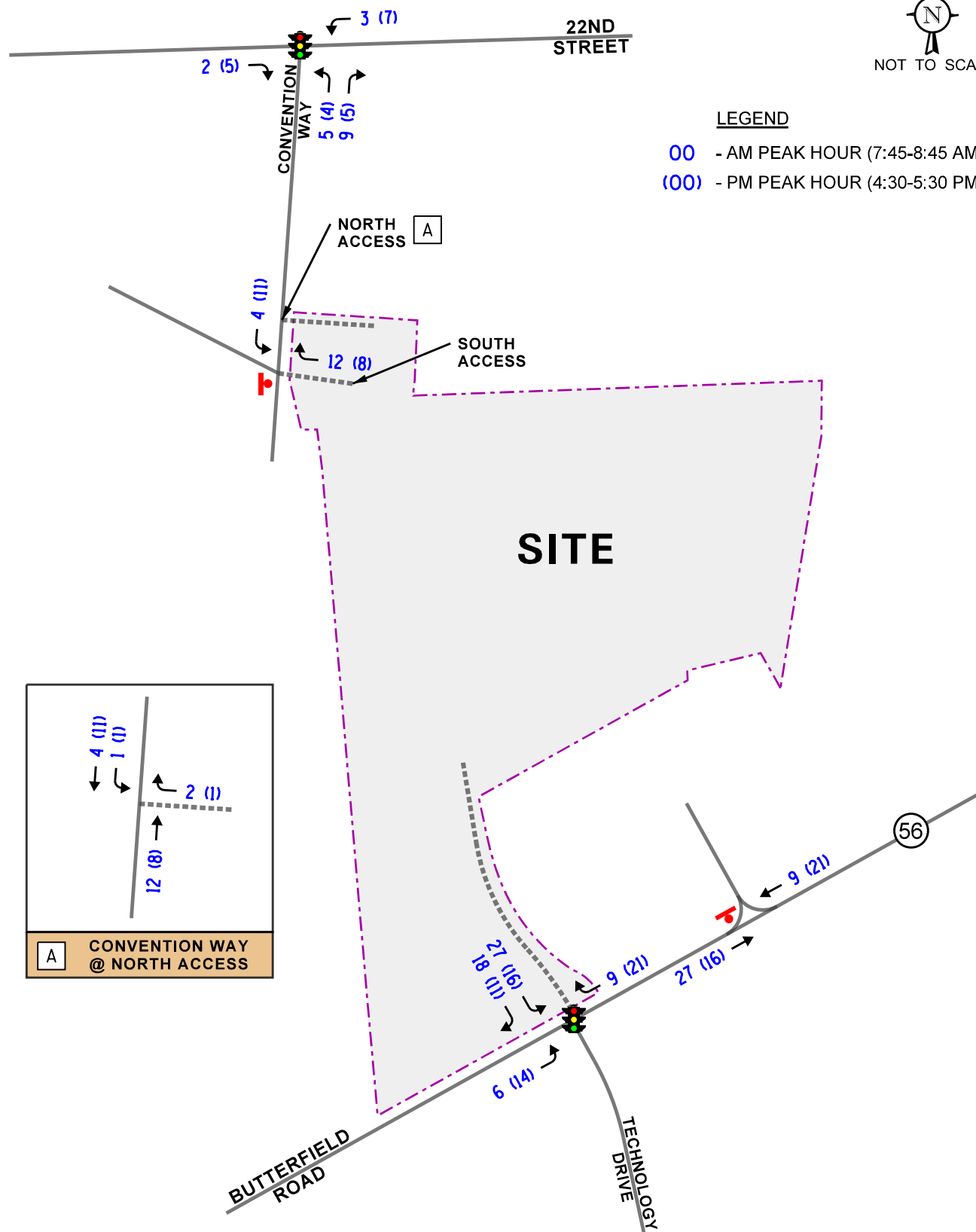
The development-generated traffic volumes (Figure 6) were added to the Year 2032 no-build traffic volumes (Figure 7) to determine the Year 2032 total projected traffic volumes, as illustrated in **Figure 8**.



NOT TO SCALE

LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

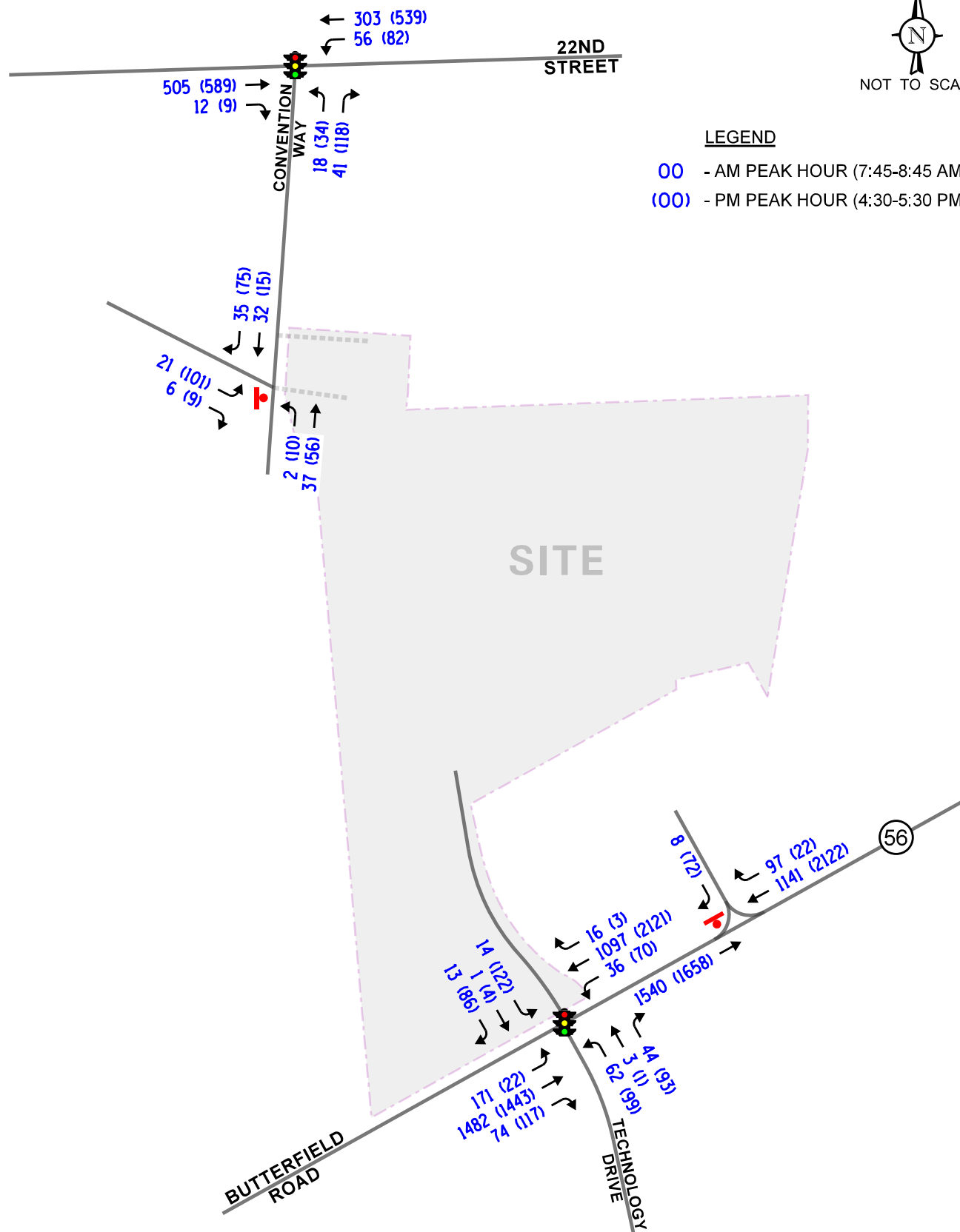




NOT TO SCALE

LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
(00) - PM PEAK HOUR (4:30-5:30 PM)

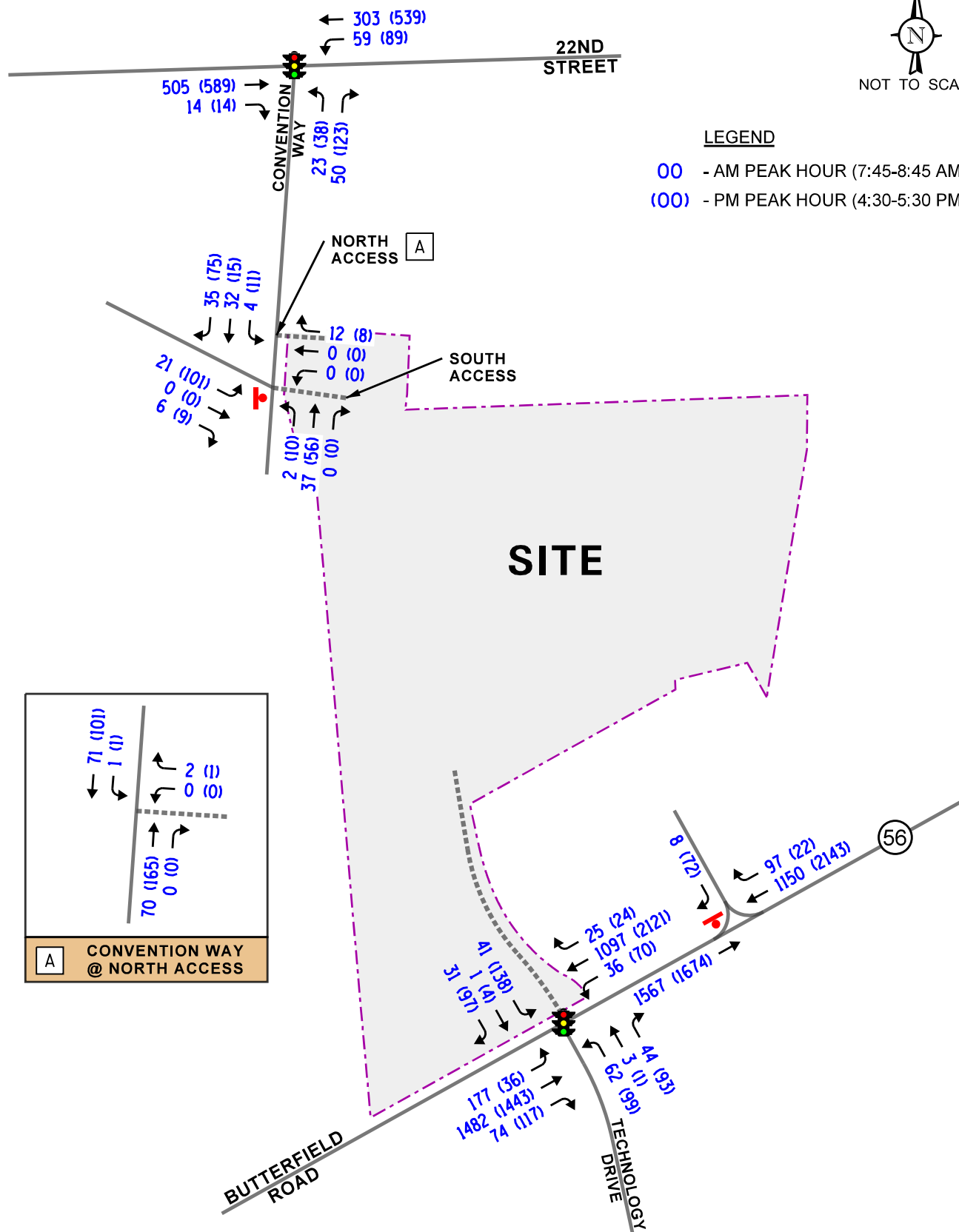




NOT TO SCALE

LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2032 no-build, and Year 2032 total projected 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 computer software. The analyses for the signalized intersections were performed utilizing actual cycle lengths, phasings, and offsets.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 3** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH MAXANT DRIVE/TECHNOLOGY DRIVE

Existing Conditions	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
	Weekday Morning	E 74.8	A 7.8	E 71.4	A 8.9	E 73.1	B 19.8	E 55.8	C 32.3	B 12.9
		B – 11.6		B – 10.9		D – 49.9		D – 41.3		
	Weekday Evening	E 66.4	B 11.1	E 74.0	A 7.8	E 74.9	B 13.3	E 64.2	B 15.2	B 13.1
B – 11.4		A – 10.0		D – 44.9		D – 37.0				
No-Build Conditions	Weekday Morning	E 63.3	A 8.5	E 71.5	B 14.6	E 73.4	B 19.4	E 57.9	C 25.4	B 16.4
		B – 13.9		B – 16.3		D – 50.0		D – 41.7		
	Weekday Evening	E 69.3	B 13.1	E 74.1	B 12.9	E 67.4	B 11.7	E 78.6	B 12.8	B 17.4
		B – 13.8		B – 14.8		D – 40.2		D – 50.6		
Projected Conditions	Weekday Morning	E 61.9	A 8.6	E 71.5	B 15.2	E 73.7	B 19.3	E 65.2	B 19.8	B 17.1
		B – 14.0		B – 16.9		D – 50.1		D – 45.4		
	Weekday Evening	E 71.4	B 13.9	E 75.3	B 15.8	E 64.4	B 11.0	E 77.8	B 11.8	B 19.5
		B – 15.2		B – 17.7		D – 38.4		D – 49.9		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through										

Table 4

CAPACITY ANALYSIS RESULTS – 22ND STREET WITH CONVENTION WAY

Existing Conditions	Peak Hour	Eastbound	Westbound		Northbound		Overall
		T/R	L	T/R	L	R	
	Weekday Morning	A 5.5	A 2.5	A 2.4	D 40.1	B 14.5	A 5.4
			A – 2.4		C – 22.2		
Weekday Evening	A 7.6	A 3.3	A 3.8	D 40.4	B 11.3	A 7.0	
		A – 3.7		B – 17.8			
No-Build Conditions	Weekday Morning	A 5.5	A 2.5	A 2.4	D 40.1	B 14.5	A 5.4
			A – 2.4		C – 22.3		
	Weekday Evening	A 7.7	A 3.3	A 3.9	D 40.4	B 11.2	A 7.1
			A – 3.8		B – 17.7		
Projected Conditions	Weekday Morning	A 6.5	A 2.9	A 3.0	D 40.3	B 13.8	A 6.4
			A – 3.0		C – 22.0		
	Weekday Evening	A 7.8	A 3.4	A 3.9	D 40.6	B 11.1	A 7.2
			A – 3.8		B – 18.0		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through							

Table 5

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Convention Drive with Target East-West Main Drive Aisle²				
• Northbound Left Turn	A	7.4	A	7.6
• Eastbound Approach	A	9.1	B	10.2
Butterfield Road with Butterfield Centre Right-In/Right-Out Access Drive²				
• Southbound Approach	B	14.5	D	25.4
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Table 6

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Convention Drive with Target East-West Main Drive Aisle²				
• Northbound Left Turn	A	7.4	A	7.6
• Eastbound Approach	A	9.1	B	10.2
Butterfield Road with Butterfield Centre Right-In/Right-Out Access Drive²				
• Southbound Approach	C	15.5	E	39.9
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Table 7

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Convention Drive with Target East-West Main Drive Aisle/Proposed Access Drive²				
• Northbound Left Turn	A	7.4	A	7.6
• Eastbound Approach	A	9.3	B	10.9
• Westbound Approach	A	8.5	A	8.7
• Southbound Left Turn	A	7.3	A	7.4
Butterfield Road with Butterfield Centre Right-In/Right-Out Access Drive²				
• Southbound Approach	C	15.6	E	40.9
Convention Drive with Proposed Access Drive²				
• Westbound Approach	A	8.6	A	9.1
• Southbound Left Turn	A	7.3	A	7.5
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.		2 – Two-way stop control		

Discussion and Recommendations

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

Butterfield Road with Maxant Drive/Technology Drive

The results of the capacity analyses indicate that the intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. Further, all through movements operate at LOS C or better. The eastbound and westbound left-turn movements operate at LOS E during both peak hours. This LOS is due to the fact that these movements operate on a protected phase only. However, field observations indicate the left-turn traffic volume on both approaches clear the intersection with every green phase. The northbound and southbound left-turn movements also operate at a LOS E during both peak hours given the long cycle length and the long wait time as the majority of the green time is allocated to the eastbound/westbound movements. However, all of the northbound and southbound traffic volumes clear the intersection with every green phase.

Under Year 2032 no-build, the intersection and all critical movements are projected to operate at the same levels of service as under existing conditions during both peak hours. Under Year 2032 total projected conditions, the intersection will continue operating at an overall LOS B. Inspection of the capacity analyses and a review of the traffic simulations indicate that all of the left-turn movements will be accommodated within the left-turn storage lengths and will clear the intersection with every green phase. For the southbound left-turn movement during the weekday evening peak hour, the 95th percentile queue is projected to be approximately 194 feet which will extend to the access drive serving the Butterfield Centre. However, based on a review of the simulation runs, these queues clear the intersection with every green phase. Based on a review of the projected traffic volumes and the guidelines for the provision of exclusive right-turn lanes found in IDOT's Bureau of Design and Environment (BDE) Manual, an exclusive westbound right-turn lane on Butterfield Road will not be warranted. 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.

22nd Street with Convention Way

The results of the capacity analyses indicate that the intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Further, the eastbound and westbound movements operate at LOS A, the northbound left-turn movement operates at LOS D, and the northbound right-turn movement operates at LOS B.

Under Year 2032 no-build and total projected conditions, the intersection and all critical movements are projected to continue to operate at same LOS as under existing conditions during both peak hours. 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.

Convention Way with Target East-West Main Drive Aisle/Proposed Access Drive

The results of the capacity analyses indicate that the northbound left-turn movement currently operates at LOS A during both peak hours and the eastbound approach currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Under Year 2032 no-build conditions, the northbound left-turn movement and eastbound approach are projected to operate at existing levels of service during both peak hours.

As proposed, access to the development will be provided via a full-movement access drive located opposite the Target east-west main drive aisle. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. The results of the capacity analyses indicate that under Year 2032 total projected conditions, the northbound and southbound left-turn movements are projected to operate at LOS A and the eastbound and westbound approaches are projected to operate at LOS B or better during the peak hours. As such, this intersection will have sufficient reserve capacity and the proposed access drive will be sufficient in accommodating the traffic estimated to be generated by the proposed development.

Butterfield Road with Butterfield Centre Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS D during the weekday evening peak hour. Under Year 2032 no-build conditions, the southbound approach is projected to continue to operate at existing levels of service during both peak hours.

Under Year 2032 total projected conditions, the southbound approach is projected to operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. The delay during the weekday evening peak hour is to be expected due to the high volume of westbound through vehicles. Further, the 95th percentile queue is projected to be 50 feet which will not have a negative impact with the internal circulation of the Butterfield Centre. 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.

Convention Way with Proposed Access Drive

As proposed, access to the development will be provided via a full-movement access drive located approximately 120 feet north of the Target east-west main drive aisle. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

The results of the capacity analyses indicate that under Year 2032 total projected conditions, the westbound approach and southbound left-turn movement are projected to operate at LOS A during both peak hours. As such, this access drive will be sufficient in accommodating the traffic estimated to be generated by the proposed development.

6. Conclusion

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

- The site will be redeveloped to provide 159 townhome units.
- Access to the site will be provided via Maxant Drive and via two full-movement access drives located off Convention Way, one located opposite the Target east-west main drive aisle and one located approximately 120 feet north of the Target east-west main drive aisle. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- The roadway system has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.
- The proposed access system will be sufficient in accommodating the traffic estimated to be generated by the proposed development.

Appendix

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

Traffic Count Summary Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

Project ID: 26-780035-001
Date: 3/17/2026

Data - Total

NS/EW Streets:	Maxant Dr/Technology Dr				Maxant Dr/Technology Dr				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	12	0	14	0	0	0	0	0	8	238	16	0	6	209	0	0	503
7:15 AM	13	0	16	0	2	1	2	0	10	319	11	0	7	206	0	0	587
7:30 AM	11	0	15	0	2	0	2	0	10	354	25	0	7	267	2	0	695
7:45 AM	16	0	11	0	1	0	0	0	24	349	16	1	8	265	0	0	691
8:00 AM	13	0	13	0	2	0	1	0	19	406	24	0	11	271	2	0	762
8:15 AM	10	2	11	0	0	0	3	0	26	334	18	0	7	246	3	0	660
8:30 AM	21	1	8	0	2	1	2	0	20	350	14	0	9	272	1	0	701
8:45 AM	13	0	16	0	0	0	5	0	18	375	21	1	6	245	1	1	702
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	109	3	104	0	9	2	15	0	135	2725	145	2	61	1981	9	1	5301
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	60	3	43	0	5	1	6	0	89	1439	72	1	35	1054	6	0	2814
PEAK HR FACTOR :	0.714	0.375	0.827	0.000	0.625	0.250	0.500	0.000	0.856	0.886	0.750	0.250	0.795	0.969	0.500	0.000	0.923
	0.883				0.600				0.891				0.964				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	19	1	17	0	22	0	33	0	1	339	22	0	18	538	0	3	1013
4:15 PM	20	0	30	0	17	0	35	0	1	327	18	0	21	468	0	0	937
4:30 PM	25	1	29	0	15	0	20	0	4	345	24	0	23	487	0	2	975
4:45 PM	19	0	18	0	10	1	12	0	2	329	32	0	18	471	0	2	914
5:00 PM	24	0	23	0	21	2	22	0	1	354	34	1	19	521	0	1	1023
5:15 PM	28	0	20	0	14	1	17	0	1	373	24	0	8	505	2	0	993
5:30 PM	25	0	24	0	7	0	17	0	1	312	24	0	19	454	0	2	885
5:45 PM	15	0	16	0	6	0	7	0	0	315	24	0	14	463	0	0	860
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	175	2	177	0	112	4	163	0	11	2694	202	1	140	3907	2	10	7600
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	96	1	90	0	60	4	71	0	8	1401	114	1	68	1984	2	5	3905
PEAK HR FACTOR :	0.857	0.250	0.776	0.000	0.714	0.500	0.807	0.000	0.500	0.939	0.838	0.250	0.739	0.952	0.250	0.625	0.954
	0.850				0.750				0.957				0.951				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

Project ID: 26-780035-001
Date: 3/17/2026

Data - Cars

NS/EW Streets:	Maxant Dr/Technology Dr				Maxant Dr/Technology Dr				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	12	0	14	0	0	0	0	0	8	237	15	0	6	198	0	0	490
7:15 AM	13	0	16	0	1	1	2	0	10	312	11	0	7	201	0	0	574
7:30 AM	11	0	15	0	2	0	2	0	10	348	24	0	7	261	2	0	682
7:45 AM	15	0	11	0	1	0	0	0	24	342	16	1	8	252	0	0	670
8:00 AM	13	0	13	0	2	0	1	0	18	397	23	0	11	264	2	0	744
8:15 AM	10	2	10	0	0	0	3	0	26	326	18	0	7	241	3	0	646
8:30 AM	21	1	8	0	2	1	2	0	20	345	14	0	9	266	1	0	690
8:45 AM	13	0	16	0	0	0	4	0	18	368	19	1	6	238	1	1	685
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	108	3	103	0	8	2	14	0	134	2675	140	2	61	1921	9	1	5181
	50.47%	1.40%	48.13%	0.00%	33.33%	8.33%	58.33%	0.00%	4.54%	90.65%	4.74%	0.07%	3.06%	96.44%	0.45%	0.05%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	59	3	42	0	5	1	6	0	88	1410	71	1	35	1023	6	0	2750
PEAK HR FACTOR :	0.702	0.375	0.808	0.000	0.625	0.250	0.500	0.000	0.846	0.888	0.772	0.250	0.795	0.961	0.500	0.000	0.924
	0.867				0.600				0.896				0.960				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	19	1	16	0	22	0	33	0	1	334	22	0	18	532	0	3	1001
4:15 PM	20	0	30	0	17	0	35	0	1	327	18	0	21	463	0	0	932
4:30 PM	25	1	29	0	15	0	20	0	4	341	24	0	23	485	0	2	969
4:45 PM	19	0	18	0	10	1	11	0	2	324	32	0	18	466	0	2	903
5:00 PM	24	0	23	0	21	2	22	0	1	352	34	0	19	519	0	1	1018
5:15 PM	28	0	20	0	14	1	17	0	1	369	24	0	8	501	2	0	985
5:30 PM	25	0	24	0	7	0	16	0	1	310	24	0	19	452	0	2	880
5:45 PM	15	0	16	0	6	0	7	0	0	311	24	0	14	459	0	0	852
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	175	2	176	0	112	4	161	0	11	2668	202	0	140	3877	2	10	7540
	49.58%	0.57%	49.86%	0.00%	40.43%	1.44%	58.12%	0.00%	0.38%	92.61%	7.01%	0.00%	3.47%	96.23%	0.05%	0.25%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	96	1	90	0	60	4	70	0	8	1386	114	0	68	1971	2	5	3875
PEAK HR FACTOR :	0.857	0.250	0.776	0.000	0.714	0.500	0.795	0.000	0.500	0.939	0.838	0.000	0.739	0.949	0.250	0.625	0.952
	0.850				0.744				0.957				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

Project ID: 26-780035-001
Date: 3/17/2026

Data - Buses

NS/EW Streets:	Maxant Dr/Technology Dr				Maxant Dr/Technology Dr				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	5
7:45 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	0	0	0	17	1	0	0	17	0	0	36
	100.00%	0.00%	0.00%	0.00%					0.00%	94.44%	5.56%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	21
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.656
	0.250								0.500				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	0	0	0	0	0	9	0	0	0	10	0	0	20
	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.833
									0.625				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

Project ID: 26-780035-001
Date: 3/17/2026

Data - Duals

NS/EW Streets:	Maxant Dr/Technology Dr				Maxant Dr/Technology Dr				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	7
7:15 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	1	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
8:00 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	3	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	1	0	1	24	3	0	0	27	0	0	57
					50.00%	0.00%	50.00%	0.00%	3.57%	85.71%	10.71%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				0	0	0	0	1	14	0	0	0	15	0	0	30
PEAK HR VOL :	0	0	0	0	0	0	0	0	0.250	0.583	0.000	0.000	0.000	0.750	0.000	0.000	0.833
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.000	0.750	0.000	0.000	0.833

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	0	0	9	0	1	0	13	0	0	25
					0.00%	0.00%	100.00%	0.00%	0.00%	90.00%	0.00%	10.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM				0	0	1	0	0	5	0	1	0	5	0	0	12
PEAK HR VOL :	0	0	0	0	0	0	0.250	0.000	0.000	0.625	0.000	0.250	0.000	0.625	0.000	0.000	0.600
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.625	0.000	0.250	0.000	0.625	0.000	0.000	0.600

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

Project ID: 26-780035-001
Date: 3/17/2026

Data - TTST

NS/EW Streets:	Maxant Dr/Technology Dr				Maxant Dr/Technology Dr				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	6
8:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	0	0	0	0	0	9	1	0	0	16	0	0	27
	0.00%	0.00%	100.00%	0.00%					0.00%	90.00%	10.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	5	1	0	0	6	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.500	0.000	0.000	0.542
			0.250							0.500				0.500			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15
									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.375	0.000	0.000	0.500
										0.625				0.375			

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard
Control: Signalized

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56
City: Lombard

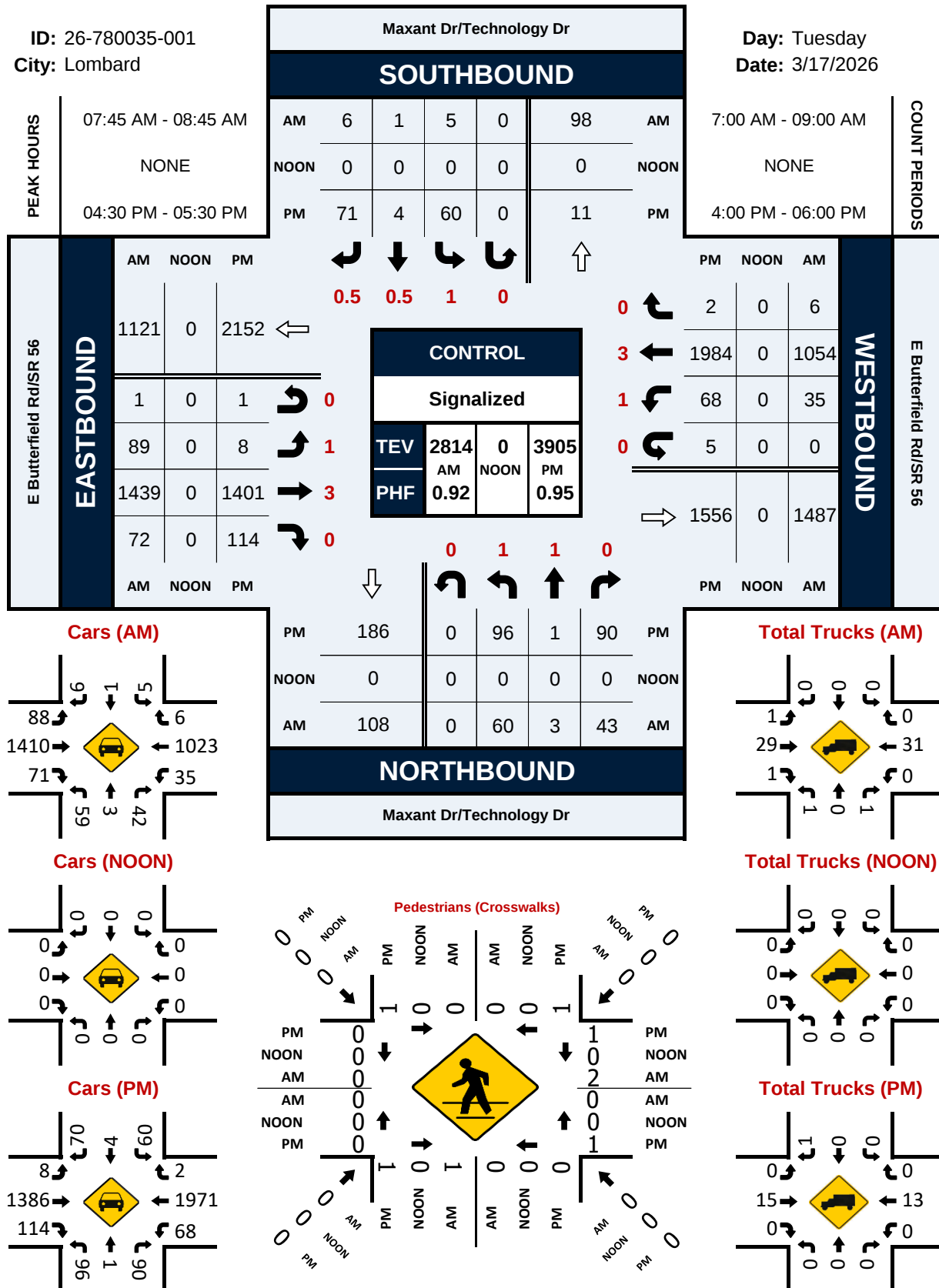
Project ID: 26-780035-001
Date: 3/17/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Maxant Dr/Technology Dr	Maxant Dr/Technology Dr	E Butterfield Rd/SR 56	E Butterfield Rd/SR 56	
AM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	2
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	1	0	5
			100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				TOTAL
PEAK HR VOL :	0	0	1	0	3
PEAK HR FACTOR :			0.250	0.250	0.375
			0.250	0.250	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	1	0	0	2
5:00 PM	0	1	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	1	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	1	1	0	1	2	0	0	7
	66.67%	33.33%	100.00%	0.00%	33.33%	66.67%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	1	1	0	1	1	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.250	0.250			0.625
		0.500		0.250		0.500			

Day: Tuesday
Date: 3/17/2026



Project ID: 26-780035-001

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56

City: Lombard

Day: Tuesday

Date: 3/17/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Maxant Dr/Technology Dr Northbound						Maxant Dr/Technology Dr Southbound						E Butterfield Rd/SR 56 Eastbound						E Butterfield Rd/SR 56 Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	12	0	14	0	0	26	0	0	0	0	0	0	8	238	16	0	0	262	6	209	0	0	0	215	503	
7:15 AM	13	0	16	0	0	29	2	1	2	0	0	5	10	319	11	0	0	340	7	206	0	0	2	213	587	
7:30 AM	11	0	15	0	0	26	2	0	2	0	0	4	10	354	25	0	0	389	7	267	2	0	0	276	695	
7:45 AM	16	0	11	0	0	27	1	0	0	0	0	1	24	349	16	1	0	390	8	265	0	0	2	273	691	
Total	52	0	56	0	0	108	5	1	4	0	0	10	52	1260	68	1	0	1381	28	947	2	0	4	977	2476	
8:00 AM	13	0	13	0	1	26	2	0	1	0	0	3	19	406	24	0	0	449	11	271	2	0	0	284	762	
8:15 AM	10	2	11	0	0	23	0	0	3	0	0	3	26	334	18	0	0	378	7	246	3	0	0	256	660	
8:30 AM	21	1	8	0	0	30	2	1	2	0	0	5	20	350	14	0	0	384	9	272	1	0	0	282	701	
8:45 AM	13	0	16	0	0	29	0	0	5	0	0	5	18	375	21	1	0	415	6	245	1	1	0	253	702	
Total	57	3	48	0	1	108	4	1	11	0	0	16	83	1465	77	1	0	1626	33	1034	7	1	0	1075	2825	
BREAK																										
4:00 PM	19	1	17	0	0	37	22	0	33	0	0	55	1	339	22	0	0	362	18	538	0	3	0	559	1013	
4:15 PM	20	0	30	0	0	50	17	0	35	0	0	52	1	327	18	0	0	346	21	468	0	0	0	489	937	
4:30 PM	25	1	29	0	1	55	15	0	20	0	0	35	4	345	24	0	0	373	23	487	0	2	0	512	975	
4:45 PM	19	0	18	0	0	37	10	1	12	0	1	23	2	329	32	0	0	363	18	471	0	2	1	491	914	
Total	83	2	94	0	1	179	64	1	100	0	1	165	8	1340	96	0	0	1444	80	1964	0	7	1	2051	3839	
5:00 PM	24	0	23	0	0	47	21	2	22	0	1	45	1	354	34	1	0	390	19	521	0	1	1	541	1023	
5:15 PM	28	0	20	0	0	48	14	1	17	0	0	32	1	373	24	0	0	398	8	505	2	0	0	515	993	
5:30 PM	25	0	24	0	0	49	7	0	17	0	0	24	1	312	24	0	0	337	19	454	0	2	0	475	885	
5:45 PM	15	0	16	0	0	31	6	0	7	0	1	13	0	315	24	0	0	339	14	463	0	0	1	477	860	
Total	92	0	83	0	0	175	48	3	63	0	2	114	3	1354	106	1	0	1464	60	1943	2	3	2	2008	3761	
Grand Total	284	5	281	0	2	570	121	6	178	0	3	305	146	5419	347	3	0	5915	201	5888	11	11	7	6111	12901	
Apprch %	49.8	0.9	49.3	0.0	0.4		39.7	2.0	58.4	0.0	1.0		2.5	91.6	5.9	0.1	0.0		3.3	96.4	0.2	0.2	0.1			
Total %	2.2	0.0	2.2	0.0	0.0	4.4	0.9	0.0	1.4	0.0	0.0	2.4	1.1	42.0	2.7	0.0	0.0	45.8	1.6	45.6	0.1	0.1	0.1	47.4		
Cars, PU, Vans	283	5	279	0		567	120	6	175	0		301	145	5343	342	2		5832	201	5798	11	11		6021	12721	
% Cars, PU, Vans	99.6	100.0	99.3	0.0		99.5	99.2	100.0	98.3	0.0		98.7	99.3	98.6	98.6	66.7		98.6	100.0	98.5	100.0	100.0		98.5	98.6	
Buses	1	0	1	0		2	0	0	0	0		0	0	26	1	0		27	0	27	0	0		27	56	
%Buses	0.4	0.0	0.4	0.0		0.4	0.0	0.0	0.0	0.0		0.0	0.0	0.5	0.3	0.0		0.5	0.0	0.5	0.0	0.0		0.4	0.4	
Duals	0	0	0	0		0	1	0	3	0		4	1	33	3	1		38	0	40	0	0		40	82	
%Duals	0.0	0.0	0.0	0.0		0.0	0.8	0.0	1.7	0.0		1.3	0.7	0.6	0.9	33.3		0.6	0.0	0.7	0.0	0.0		0.7	0.6	
TTST	0	0	1	0		1	1	0	0	0		0	0	17	1	0		18	0	23	0	0		23	42	
%TTST	0.0	0.0	0.4	0.0		0.2	0.0	0.0	0.0	0.0		0.0	0.0	0.3	0.3	0.0		0.3	0.0	0.4	0.0	0.0		0.4	0.3	

Project ID: 26-780035-001

Location: Maxant Dr/Technology Dr & E Butterfield Rd/SR 56

City: Lombard

PEAK HOURS

Day: Tuesday

Date: 3/17/2026

AM

	Maxant Dr/Technology Dr Northbound					Maxant Dr/Technology Dr Southbound					E Butterfield Rd/SR 56 Eastbound					E Butterfield Rd/SR 56 Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	16	0	11	0	27	1	0	0	0	1	24	349	16	1	390	8	265	0	0	273	691
8:00 AM	13	0	13	0	26	2	0	1	0	3	19	406	24	0	449	11	271	2	0	284	762
8:15 AM	10	2	11	0	23	0	0	3	0	3	26	334	18	0	378	7	246	3	0	256	660
8:30 AM	21	1	8	0	30	2	1	2	0	5	20	350	14	0	384	9	272	1	0	282	701
Total Volume	60	3	43	0	106	5	1	6	0	12	89	1439	72	1	1601	35	1054	6	0	1095	2814
% App. Total	56.6	2.8	40.6	0.0	100	41.7	8.3	50.0	0.0	100	5.6	89.9	4.5	0.1	100	3.2	96.3	0.5	0.0	100	
PHF	0.883					0.600					0.891					0.964					0.923
Cars, PU, Vans	59	3	42	0	104	5	1	6	0	12	88	1410	71	1	1570	35	1023	6	0	1064	2750
% Cars, PU, Vans	98.3	100.0	97.7	0.0	98.1	100.0	100.0	100.0	0.0	100.0	98.9	98.0	98.6	100.0	98.1	100.0	97.1	100.0	0.0	97.2	97.7
Buses	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	21
%Buses	1.7	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.9	0.0	0.0	0.9	0.7
Duals	0	0	0	0	0	0	0	0	0	0	1	14	0	0	15	0	15	0	0	15	30
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.0	0.0	0.0	0.9	0.0	1.4	0.0	0.0	1.4	1.1
TTST	0	0	1	0	1	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	13
%TTST	0.0	0.0	2.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.4	0.0	0.4	0.0	0.6	0.0	0.0	0.5	0.5

PM

	Maxant Dr/Technology Dr Northbound					Maxant Dr/Technology Dr Southbound					E Butterfield Rd/SR 56 Eastbound					E Butterfield Rd/SR 56 Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	25	1	29	0	55	15	0	20	0	35	4	345	24	0	373	23	487	0	2	512	975
4:45 PM	19	0	18	0	37	10	1	12	0	23	2	329	32	0	363	18	471	0	2	491	914
5:00 PM	24	0	23	0	47	21	2	22	0	45	1	354	34	1	390	19	521	0	1	541	1023
5:15 PM	28	0	20	0	48	14	1	17	0	32	1	373	24	0	398	8	505	2	0	515	993
Total Volume	96	1	90	0	187	60	4	71	0	135	8	1401	114	1	1524	68	1984	2	5	2059	3905
% App. Total	51.3	0.5	48.1	0.0	100	44.4	3.0	52.6	0.0	100	0.5	91.9	7.5	0.1	100	3.3	96.4	0.1	0.2	100	
PHF	0.850					0.750					0.957					0.951					0.954
Cars, PU, Vans	96	1	90	0	187	60	4	70	0	134	8	1386	114	0	1508	68	1971	2	5	2046	3875
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	98.6	0.0	99.3	100.0	98.9	100.0	0.0	99.0	100.0	99.3	100.0	100.0	99.4	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.2	0.3
Duals	0	0	0	0	0	0	0	1	0	1	0	5	0	1	6	0	5	0	0	5	12
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.7	0.0	0.4	0.0	100.0	0.4	0.0	0.3	0.0	0.0	0.2	0.3
TTST	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.1	0.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

Project ID: 26-780035-002
Date: 3/17/2026

Data - Total

NS/EW Streets:	Butterfield Centre Dwy				Butterfield Centre Dwy				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	254	0	0	0	219	2	0	475
7:15 AM	0	0	0	0	0	0	0	0	0	335	0	0	0	224	4	0	563
7:30 AM	0	0	0	0	0	0	0	0	0	370	0	0	0	266	10	0	646
7:45 AM	0	0	0	0	0	0	1	0	0	358	0	0	0	298	9	0	666
8:00 AM	0	0	0	0	0	0	2	0	0	433	0	0	0	259	11	0	705
8:15 AM	0	0	0	0	0	0	0	0	0	355	0	0	0	278	12	0	645
8:30 AM	0	0	0	0	0	0	1	0	0	373	0	0	0	263	8	0	645
8:45 AM	0	0	0	0	0	0	1	0	0	388	0	0	0	254	14	0	657
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	5	0	0	2866	0	0	0	2061	70	0	5002
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	96.72%	3.28%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	0	1519	0	0	0	1098	40	0	2661
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.877	0.000	0.000	0.000	0.921	0.833	0.000	0.944
							0.500			0.877				0.927			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	7	0	0	385	0	0	0	544	0	0	936
4:15 PM	0	0	0	0	0	0	3	0	0	384	0	0	0	480	0	0	867
4:30 PM	0	0	0	0	0	0	2	0	0	388	0	0	0	521	5	0	916
4:45 PM	0	0	0	0	0	0	0	0	0	358	0	0	0	491	4	0	853
5:00 PM	0	0	0	0	0	0	6	0	0	390	0	0	0	547	2	0	945
5:15 PM	0	0	0	0	0	0	4	0	0	409	0	0	0	500	0	0	913
5:30 PM	0	0	0	0	0	0	3	0	0	331	0	0	0	491	1	0	826
5:45 PM	0	0	0	0	0	0	3	0	0	347	0	0	0	467	1	0	818
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	28	0	0	2992	0	0	0	4041	13	0	7074
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.68%	0.32%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	0	0	1545	0	0	0	2059	11	0	3627
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.944	0.000	0.000	0.000	0.941	0.550	0.000	0.960
							0.500			0.944				0.943			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

Project ID: 26-780035-002
Date: 3/17/2026

Data - Cars

NS/EW Streets:	Butterfield Centre Dwy				Butterfield Centre Dwy				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	253	0	0	0	208	2	0	463
7:15 AM	0	0	0	0	0	0	0	0	0	327	0	0	0	218	4	0	549
7:30 AM	0	0	0	0	0	0	0	0	0	364	0	0	0	260	10	0	634
7:45 AM	0	0	0	0	0	0	1	0	0	350	0	0	0	284	9	0	644
8:00 AM	0	0	0	0	0	0	2	0	0	423	0	0	0	253	11	0	689
8:15 AM	0	0	0	0	0	0	0	0	0	346	0	0	0	270	12	0	628
8:30 AM	0	0	0	0	0	0	1	0	0	368	0	0	0	259	8	0	636
8:45 AM	0	0	0	0	0	0	1	0	0	380	0	0	0	247	14	0	642
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	5	0	0	2811	0	0	0	1999	70	0	4885
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	96.62%	3.38%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	0	1487	0	0	0	1066	40	0	2597
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.879	0.000	0.000	0.000	0.938	0.833	0.000	0.942
							0.500			0.879					0.944		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	7	0	0	379	0	0	0	540	0	0	926
4:15 PM	0	0	0	0	0	0	3	0	0	383	0	0	0	476	0	0	862
4:30 PM	0	0	0	0	0	0	2	0	0	384	0	0	0	519	4	0	909
4:45 PM	0	0	0	0	0	0	0	0	0	353	0	0	0	486	4	0	843
5:00 PM	0	0	0	0	0	0	6	0	0	388	0	0	0	545	2	0	941
5:15 PM	0	0	0	0	0	0	4	0	0	405	0	0	0	496	0	0	905
5:30 PM	0	0	0	0	0	0	3	0	0	330	0	0	0	489	1	0	823
5:45 PM	0	0	0	0	0	0	3	0	0	343	0	0	0	464	1	0	811
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	28	0	0	2965	0	0	0	4015	12	0	7020
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.70%	0.30%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	0	0	1530	0	0	0	2046	10	0	3598
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.944	0.000	0.000	0.000	0.939	0.625	0.000	0.956
							0.500			0.944					0.940		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

Project ID: 26-780035-002
Date: 3/17/2026

Data - Buses

NS/EW Streets:	Butterfield Centre Dwy				Butterfield Centre Dwy				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	34
PEAK HR :	07:45 AM - 08:45 AM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	20
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.714
									0.500				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	19
PEAK HR :	04:30 PM - 05:30 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.833
									0.625				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

Project ID: 26-780035-002
Date: 3/17/2026

Data - Duals

NS/EW Streets:	Butterfield Centre Dwy				Butterfield Centre Dwy				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0	0	58
PEAK HR :	07:45 AM - 08:45 AM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	32
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.000	0.000	0.667	0.000	0.000	0.800
									0.571				0.667				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	9	0	0	0	11	1	0	21
PEAK HR :	04:30 PM - 05:30 PM								0.00% 100.00% 0.00% 0.00%				0.00% 91.67% 8.33% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.250	0.000	0.688
									0.625				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

Project ID: 26-780035-002
Date: 3/17/2026

Data - TTST

NS/EW Streets:	Butterfield Centre Dwy				Butterfield Centre Dwy				E Butterfield Rd/SR 56				E Butterfield Rd/SR 56				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	9	0	0	0	16	0	0	25
PEAK HR :	07:45 AM - 08:45 AM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.375	0.000	0.000	0.600
									0.750				0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14
PEAK HR :	04:30 PM - 05:30 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.375	0.000	0.000	0.500
									0.625				0.375				

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard
Control: 1-Way Stop(SB)

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56
City: Lombard

Project ID: 26-780035-002
Date: 3/17/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Butterfield Centre Dwy		Butterfield Centre Dwy		E Butterfield Rd/SR 56		E Butterfield Rd/SR 56	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	1	0	0	0	0	0	0
	0.00%	100.00%						
PEAK HR :	07:45 AM - 08:45 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

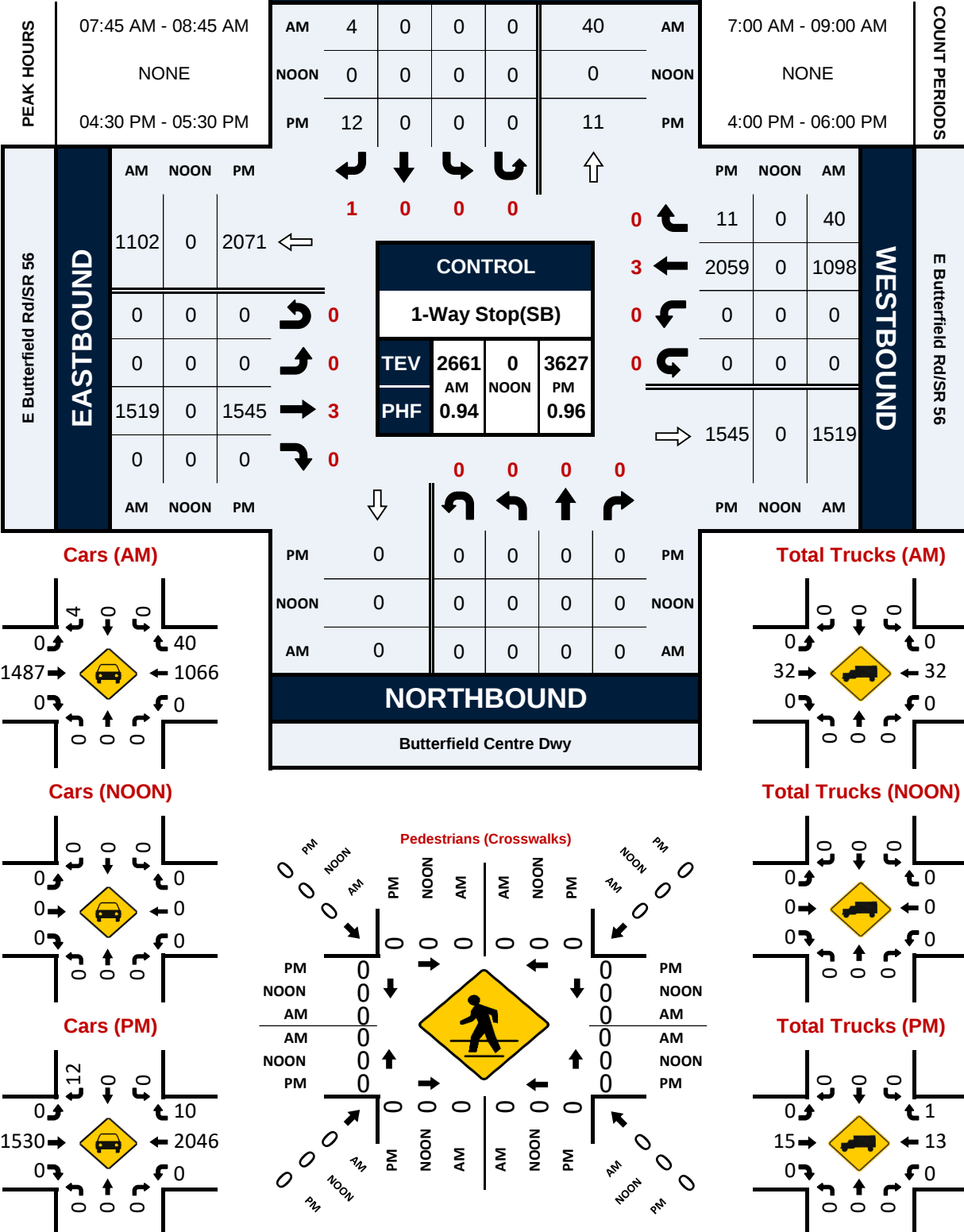
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	04:30 PM - 05:30 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

Butterfield Centre Dwy & E Butterfield Rd/SR 56

Peak Hour Turning Movement Count

ID: 26-780035-002
City: Lombard

Day: Tuesday
Date: 3/17/2026



Project ID: 26-780035-002

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56

City: Lombard

Day: Tuesday

Date: 3/17/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Butterfield Centre Dwy Northbound						Butterfield Centre Dwy Southbound						E Butterfield Rd/SR 56 Eastbound						E Butterfield Rd/SR 56 Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	254	0	0	0	254	0	219	2	0	0	221	475
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	335	0	0	0	335	0	224	4	0	0	228	563
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	370	0	0	0	370	0	266	10	0	0	276	646
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	358	0	0	0	358	0	298	9	0	0	307	666
Total	0	0	0	0	0	0	0	0	1	0	1	1	0	1317	0	0	0	1317	0	1007	25	0	0	1032	2350
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	433	0	0	0	433	0	259	11	0	0	270	705
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	355	0	0	0	355	0	278	12	0	0	290	645
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	373	0	0	0	373	0	263	8	0	0	271	645
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	388	0	0	0	388	0	254	14	0	0	268	657
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	1549	0	0	0	1549	0	1054	45	0	0	1099	2652
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	385	0	0	0	385	0	544	0	0	0	544	936
4:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	384	0	0	0	384	0	480	0	0	0	480	867
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	388	0	0	0	388	0	521	5	0	0	526	916
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	358	0	0	0	358	0	491	4	0	0	495	853
Total	0	0	0	0	0	0	0	0	12	0	0	12	0	1515	0	0	0	1515	0	2036	9	0	0	2045	3572
5:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	390	0	0	0	390	0	547	2	0	0	549	945
5:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	409	0	0	0	409	0	500	0	0	0	500	913
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	331	0	0	0	331	0	491	1	0	0	492	826
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	347	0	0	0	347	0	467	1	0	0	468	818
Total	0	0	0	0	0	0	0	0	16	0	0	16	0	1477	0	0	0	1477	0	2005	4	0	0	2009	3502
Grand Total	0	0	0	0	0	0	0	0	33	0	1	33	0	5858	0	0	0	5858	0	6102	83	0	0	6185	12076
Apprch %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	3.0		0.0	100.0	0.0	0.0	0.0		0.0	98.7	1.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	48.5	0.0	0.0	0.0	48.5	0.0	50.5	0.7	0.0	0.0	51.2	
Cars, PU, Vans	0	0	0	0	0	0	0	0	33	0	33	33	0	5776	0	0	0	5776	0	6014	82	0	0	6096	11905
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	98.6	0.0	0.0	0.0	98.6	0.0	98.6	98.8	0.0	0.0	98.6	98.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0	26	0	0	0	26	53
%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	0.5	0.0	0.0	0.0	0.5	0.0	0.4	0.0	0.0	0.0	0.4	0.4
Duals	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	40	1	0	0	41	79
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.7	1.2	0.0	0.0	0.7	0.7
TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	22	0	0	0	22	39
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.4	0.3

Project ID: 26-780035-002

Location: Butterfield Centre Dwy & E Butterfield Rd/SR 56

City: Lombard

PEAK HOURS

Day: Tuesday

Date: 3/17/2026

AM

	Butterfield Centre Dwy Northbound					Butterfield Centre Dwy Southbound					E Butterfield Rd/SR 56 Eastbound					E Butterfield Rd/SR 56 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	358	0	0	358	0	298	9	0	307	666
8:00 AM	0	0	0	0	0	0	0	2	0	2	0	433	0	0	433	0	259	11	0	270	705
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	355	0	0	355	0	278	12	0	290	645
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	373	0	0	373	0	263	8	0	271	645
Total Volume	0	0	0	0	0	0	0	4	0	4	0	1519	0	0	1519	0	1098	40	0	1138	2661
% App. Total	0.0	0.0	0.0	0.0	0	0.0	0.0	100.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	96.5	3.5	0.0	100	
PHF						0.500					0.877					0.927					0.944
Cars, PU, Vans	0	0	0	0	0	0	0	4	0	4	0	1487	0	0	1487	0	1066	40	0	1106	2597
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	97.9	0.0	0.0	97.9	0.0	97.1	100.0	0.0	97.2	97.6
Buses	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	20
%Buses	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	0.7	0.0	0.9	0.0	0.0	0.9	0.8
Duals	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	16	0	0	16	32
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	1.5	0.0	0.0	1.4	1.2
TTST	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.5	0.0	0.0	0.5	0.5

PM

	Butterfield Centre Dwy Northbound					Butterfield Centre Dwy Southbound					E Butterfield Rd/SR 56 Eastbound					E Butterfield Rd/SR 56 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	388	0	0	388	0	521	5	0	526	916
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	358	0	0	358	0	491	4	0	495	853
5:00 PM	0	0	0	0	0	0	0	6	0	6	0	390	0	0	390	0	547	2	0	549	945
5:15 PM	0	0	0	0	0	0	0	4	0	4	0	409	0	0	409	0	500	0	0	500	913
Total Volume	0	0	0	0	0	0	0	12	0	12	0	1545	0	0	1545	0	2059	11	0	2070	3627
% App. Total	0.0	0.0	0.0	0.0	0	0.0	0.0	100.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	99.5	0.5	0.0	100	
PHF						0.500					0.944					0.943					0.960
Cars, PU, Vans	0	0	0	0	0	0	0	12	0	12	0	1530	0	0	1530	0	2046	10	0	2056	3598
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	99.0	0.0	0.0	99.0	0.0	99.4	90.9	0.0	99.3	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.2	0.3
Duals	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	1	0	6	11
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.2	9.1	0.0	0.3	0.3
TTST	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.1	0.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

Project ID: 26-780035-003
Date: 3/17/2026

Data - Total

NS/EW Streets:	Convention Way				Convention Way				E 22nd St				E 22nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	7	0	0	0	0	0	0	63	0	0	1	29	0	0	100
7:15 AM	2	0	5	0	0	0	0	0	0	90	3	0	4	61	0	0	165
7:30 AM	4	0	6	0	0	0	0	0	0	93	3	1	7	63	0	0	177
7:45 AM	3	0	5	0	0	0	0	0	0	134	4	0	13	80	0	0	239
8:00 AM	5	0	3	0	0	0	0	0	0	114	0	0	15	72	0	0	209
8:15 AM	2	0	19	0	0	0	0	0	0	126	3	0	15	67	0	0	232
8:30 AM	7	0	13	0	0	0	0	0	0	116	5	0	11	75	0	0	227
8:45 AM	1	0	10	0	0	0	0	0	0	116	0	0	10	77	0	0	214
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	0	68	0	0	0	0	0	0	852	18	1	76	524	0	0	1563
	26.09%	0.00%	73.91%	0.00%					0.00%	97.82%	2.07%	0.11%	12.67%	87.33%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	17	0	40	0	0	0	0	0	0	490	12	0	54	294	0	0	907
PEAK HR FACTOR :	0.607	0.000	0.526	0.000	0.000	0.000	0.000	0.000	0.000	0.914	0.600	0.000	0.900	0.919	0.000	0.000	0.949
	0.679								0.909				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	4	0	21	0	0	0	0	0	0	148	3	0	20	143	0	0	339
4:15 PM	2	0	27	0	0	0	0	0	0	125	2	0	20	124	0	1	301
4:30 PM	14	0	35	0	0	0	0	0	0	155	0	0	25	112	0	0	341
4:45 PM	4	0	29	0	0	0	0	0	0	129	4	0	16	146	0	0	328
5:00 PM	7	0	25	0	0	0	0	0	0	157	4	0	23	137	0	0	353
5:15 PM	8	0	26	0	0	0	0	0	0	131	1	0	16	128	0	0	310
5:30 PM	10	0	32	0	0	0	0	0	0	132	3	1	26	142	0	0	346
5:45 PM	6	0	26	0	0	0	0	0	0	103	4	0	24	113	0	0	276
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	55	0	221	0	0	0	0	0	0	1080	21	1	170	1045	0	1	2594
	19.93%	0.00%	80.07%	0.00%					0.00%	98.00%	1.91%	0.09%	13.98%	85.94%	0.00%	0.08%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	33	0	115	0	0	0	0	0	0	572	9	0	80	523	0	0	1332
PEAK HR FACTOR :	0.589	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.911	0.563	0.000	0.800	0.896	0.000	0.000	0.943
	0.755								0.902				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

Project ID: 26-780035-003
Date: 3/17/2026

Data - Cars

NS/EW Streets:	Convention Way				Convention Way				E 22nd St				E 22nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	7	0	0	0	0	0	0	62	0	0	1	29	0	0	99
7:15 AM	2	0	5	0	0	0	0	0	0	88	3	0	4	59	0	0	161
7:30 AM	4	0	6	0	0	0	0	0	0	93	3	1	7	62	0	0	176
7:45 AM	3	0	5	0	0	0	0	0	0	131	4	0	13	79	0	0	235
8:00 AM	5	0	3	0	0	0	0	0	0	112	0	0	15	70	0	0	205
8:15 AM	2	0	18	0	0	0	0	0	0	123	3	0	14	67	0	0	227
8:30 AM	7	0	13	0	0	0	0	0	0	114	5	0	11	74	0	0	224
8:45 AM	1	0	10	0	0	0	0	0	0	114	0	0	10	76	0	0	211
TOTAL VOLUMES :	NL 24	NT 0	NR 67	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 837	ER 18	EU 1	WL 75	WT 516	WR 0	WU 0	TOTAL 1538
APPROACH %'s :	26.37%	0.00%	73.63%	0.00%					0.00%	97.78%	2.10%	0.12%	12.69%	87.31%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	17	0	39	0	0	0	0	0	0	480	12	0	53	290	0	0	891
PEAK HR FACTOR :	0.607	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.916	0.600	0.000	0.883	0.918	0.000	0.000	0.948
	0.700								0.911				0.932				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	4	0	21	0	0	0	0	0	0	146	3	0	20	140	0	0	334
4:15 PM	2	0	26	0	0	0	0	0	0	125	2	0	20	122	0	1	298
4:30 PM	14	0	35	0	0	0	0	0	0	153	0	0	25	112	0	0	339
4:45 PM	3	0	29	0	0	0	0	0	0	128	4	0	16	146	0	0	326
5:00 PM	7	0	25	0	0	0	0	0	0	155	4	0	23	134	0	0	348
5:15 PM	8	0	26	0	0	0	0	0	0	131	1	0	16	126	0	0	308
5:30 PM	10	0	32	0	0	0	0	0	0	130	3	1	26	142	0	0	344
5:45 PM	6	0	26	0	0	0	0	0	0	103	4	0	24	112	0	0	275
TOTAL VOLUMES :	NL 54	NT 0	NR 220	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1071	ER 21	EU 1	WL 170	WT 1034	WR 0	WU 1	TOTAL 2572
APPROACH %'s :	19.71%	0.00%	80.29%	0.00%					0.00%	97.99%	1.92%	0.09%	14.11%	85.81%	0.00%	0.08%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	32	0	115	0	0	0	0	0	0	567	9	0	80	518	0	0	1321
PEAK HR FACTOR :	0.571	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.915	0.563	0.000	0.800	0.887	0.000	0.000	0.949
	0.750								0.906				0.923				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

Project ID: 26-780035-003
Date: 3/17/2026

Data - Buses

NS/EW Streets:	Convention Way				Convention Way				E 22nd St				E 22nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
PEAK HR :	07:45 AM - 08:45 AM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500
									0.500				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10
PEAK HR :	04:30 PM - 05:30 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.375	0.000	0.000	0.500
									0.750				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

Project ID: 26-780035-003
Date: 3/17/2026

Data - Duals

NS/EW Streets:	Convention Way				Convention Way				E 22nd St				E 22nd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	0	0	0	0	0	10	0	0	1	4	0	0	16
	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	8	0	0	1	2	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.250	0.250	0.000	0.000	0.750
	0.250								1.000				0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	1	0	0	0	0	0	0	4	0	0	0	6	0	0	12
	50.00%	0.00%	50.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.625
	0.250								0.500				0.500				

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

[illegible]

Location: Convention Way & E 22nd St
City: Lombard
Control: Signalized

Data - Bikes

NS/EW Streets:		Convention Way				Convention Way				E 22nd St				E 22nd St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL 0
PEAK HR :		07:45 AM - 08:45 AM																TOTAL 0
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :		0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	TOTAL 2
PEAK HR :		04:30 PM - 05:30 PM																TOTAL 0
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		

National Data & Surveying Services
Intersection Turning Movement Count

Location: Convention Way & E 22nd St
City: Lombard

Project ID: 26-780035-003
Date: 3/17/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Convention Way		Convention Way		E 22nd St		E 22nd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

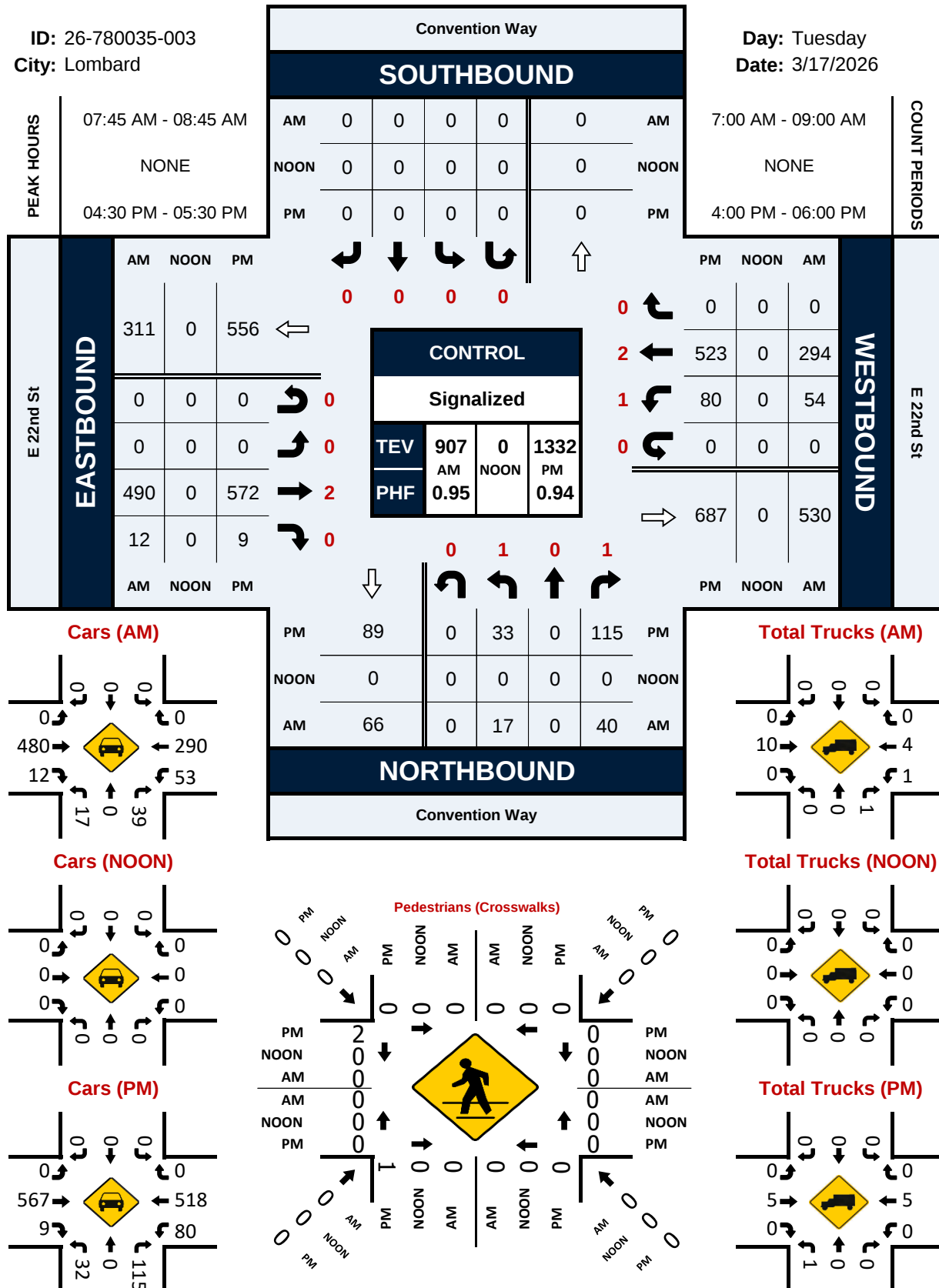
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	0	0	0	0	2	3
			100.00%	0.00%			0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	2	3
PEAK HR FACTOR :			0.250	0			0.250	0.250	0.375

Convention Way & E 22nd St

Peak Hour Turning Movement Count

ID: 26-780035-003
City: Lombard

Day: Tuesday
Date: 3/17/2026



Project ID: 26-780035-003
Location: Convention Way & E 22nd St
City: Lombard

Day: Tuesday
Date: 3/17/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	Convention Way Northbound						Convention Way Southbound						E 22nd St Eastbound						E 22nd St Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	63	0	0	0	0	63	1	29	0	0	0	30	100
7:15 AM	2	0	5	0	0	7	0	0	0	0	0	0	0	90	3	0	0	0	93	4	61	0	0	0	65	165
7:30 AM	4	0	6	0	0	10	0	0	0	0	0	0	0	93	3	1	0	0	97	7	63	0	0	0	70	177
7:45 AM	3	0	5	0	0	8	0	0	0	0	0	0	0	134	4	0	0	0	138	13	80	0	0	0	93	239
Total	9	0	23	0	0	32	0	0	0	0	0	0	0	380	10	1	0	0	391	25	233	0	0	0	258	681
8:00 AM	5	0	3	0	0	8	0	0	0	0	0	0	0	114	0	0	0	0	114	15	72	0	0	0	87	209
8:15 AM	2	0	19	0	0	21	0	0	0	0	0	0	0	126	3	0	0	0	129	15	67	0	0	0	82	232
8:30 AM	7	0	13	0	0	20	0	0	0	0	0	0	0	116	5	0	0	0	121	11	75	0	0	0	86	227
8:45 AM	1	0	10	0	0	11	0	0	0	0	0	0	0	116	0	0	0	0	116	10	77	0	0	0	87	214
Total	15	0	45	0	0	60	0	0	0	0	0	0	0	472	8	0	0	0	480	51	291	0	0	0	342	882
BREAK																										
4:00 PM	4	0	21	0	0	25	0	0	0	0	0	0	0	148	3	0	0	0	151	20	143	0	0	0	163	339
4:15 PM	2	0	27	0	0	29	0	0	0	0	0	0	0	125	2	0	0	0	127	20	124	0	1	0	145	301
4:30 PM	14	0	35	0	1	49	0	0	0	0	0	0	0	155	0	0	0	0	155	25	112	0	0	0	137	341
4:45 PM	4	0	29	0	0	33	0	0	0	0	0	0	0	129	4	0	2	0	133	16	146	0	0	0	162	328
Total	24	0	112	0	1	136	0	0	0	0	0	0	0	557	9	0	2	0	566	81	525	0	1	0	607	1309
5:00 PM	7	0	25	0	0	32	0	0	0	0	0	0	0	157	4	0	0	0	161	23	137	0	0	0	160	353
5:15 PM	8	0	26	0	0	34	0	0	0	0	0	0	0	131	1	0	0	0	132	16	128	0	0	0	144	310
5:30 PM	10	0	32	0	0	42	0	0	0	0	0	0	0	132	3	1	0	0	136	26	142	0	0	0	168	346
5:45 PM	6	0	26	0	0	32	0	0	0	0	0	0	0	103	4	0	0	0	107	24	113	0	0	0	137	276
Total	31	0	109	0	0	140	0	0	0	0	0	0	0	523	12	1	0	0	536	89	520	0	0	0	609	1285
Grand Total	79	0	289	0	1	368	0	0	0	0	0	0	0	1932	39	2	2	0	1973	246	1569	0	1	0	1816	4157
Apprch %	21.5	0.0	78.5	0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	2.0	0.1	0.1			13.5	86.4	0.0	0.1	0.0		
Total %	1.9	0.0	7.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.5	0.9	0.0	0.0	0.0	47.5	5.9	37.7	0.0	0.0	0.0	43.7	
Cars, PU, Vans	78	0	287	0		365	0	0	0	0	0	0	0	1908	39	2		1949	245	1550	0	1		1796	4110	
% Cars, PU, Vans	98.7	0.0	99.3	0.0		99.2	0.0	0.0	0.0	0.0		0.0	0.0	98.8	100.0	100.0		98.8	99.6	98.8	0.0	100.0			98.9	98.9
Buses	0	0	0	0		0	0	0	0	0	0	0	0	9	0	0		9	0	9	0	0		9	18	
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.5	0.0	0.0		0.5	0.0	0.6	0.0	0.0		0.5	0.4	
Duals	1	0	2	0		3	0	0	0	0		0	0	14	0	0		14	1	10	0	0		11	28	
%Duals	1.3	0.0	0.7	0.0		0.8	0.0	0.0	0.0	0.0		0.0	0.0	0.7	0.0	0.0		0.7	0.4	0.6	0.0	0.0		0.6	0.7	
TTST	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1	
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.1	0.0	0.0		0.1	0.0	0.0	0.0	0.0		0.0	0.0	

Day: Tuesday
Date: 3/17/2026

Date: 3/17/2026

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & Target Access Dwy
City: Lombard
Control: 1-Way Stop(EB)

Project ID: 26-780035-004
Date: 3/17/2026

Data - Total

NS/EW Streets:	Convention Way				Convention Way				Target Access Dwy				Target Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	2	0	0	0	1	1	0	5	0	0	0	0	0	0	0	9
7:15 AM	1	6	0	0	0	7	0	0	2	0	0	0	0	0	0	0	16
7:30 AM	1	7	0	0	0	11	0	0	3	0	1	0	0	0	0	0	23
7:45 AM	0	7	0	0	0	11	7	0	1	0	3	0	0	0	0	0	29
8:00 AM	0	6	0	0	0	7	8	0	2	0	0	0	0	0	0	0	23
8:15 AM	0	13	0	0	0	6	12	0	9	0	0	0	0	0	0	0	40
8:30 AM	2	10	0	0	0	7	7	0	8	0	3	0	0	0	0	0	37
8:45 AM	1	1	0	0	0	7	4	0	10	0	1	0	0	0	0	0	24
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	52	0	0	0	57	39	0	40	0	8	0	0	0	0	0	201
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	36	0	0	0	31	34	0	20	0	6	0	0	0	0	0	129
PEAK HR FACTOR :	0.250	0.692	0.000	0.000	0.000	0.705	0.708	0.000	0.556	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.806
	0.731				0.903				0.591								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	4	0	0	0	3	19	0	22	0	0	0	0	0	0	0	48
4:15 PM	4	1	0	0	0	5	18	0	26	0	2	0	0	0	0	0	56
4:30 PM	3	27	0	0	0	4	21	0	27	0	3	0	0	0	0	0	85
4:45 PM	1	6	0	0	0	6	13	0	24	0	1	0	0	0	0	0	51
5:00 PM	2	9	0	0	0	3	22	0	21	0	3	0	0	0	0	0	60
5:15 PM	4	12	0	0	0	2	17	0	26	0	2	0	0	0	0	0	63
5:30 PM	1	8	0	0	0	4	25	0	33	0	2	0	0	0	0	0	73
5:45 PM	1	8	0	0	0	6	21	0	22	0	0	0	0	0	0	0	58
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16	75	0	0	0	33	156	0	201	0	13	0	0	0	0	0	494
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	10	54	0	0	0	15	73	0	98	0	9	0	0	0	0	0	259
PEAK HR FACTOR :	0.625	0.500	0.000	0.000	0.000	0.625	0.830	0.000	0.907	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.762
	0.533				0.880				0.892								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Convention Way & Target Access Dwy
City: Lombard
Control: 1-Way Stop(EB)

Project ID: 26-780035-004
Date: 3/17/2026

Data - Cars

NS/EW Streets:	Convention Way				Convention Way				Target Access Dwy				Target Access Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	2	0	0	0	1	1	0	5	0	0	0	0	0	0	0	9
7:15 AM	1	6	0	0	0	7	0	0	2	0	0	0	0	0	0	0	16
7:30 AM	1	7	0	0	0	11	0	0	3	0	1	0	0	0	0	0	23
7:45 AM	0	7	0	0	0	11	7	0	1	0	3	0	0	0	0	0	29
8:00 AM	0	6	0	0	0	7	8	0	2	0	0	0	0	0	0	0	23
8:15 AM	0	13	0	0	0	6	11	0	8	0	0	0	0	0	0	0	38
8:30 AM	2	10	0	0	0	7	7	0	8	0	3	0	0	0	0	0	37
8:45 AM	1	1	0	0	0	7	4	0	10	0	1	0	0	0	0	0	24
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	52	0	0	0	57	38	0	39	0	8	0	0	0	0	0	199
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	36	0	0	0	31	33	0	19	0	6	0	0	0	0	0	127
PEAK HR FACTOR :	0.250	0.692	0.000	0.000	0.000	0.705	0.750	0.000	0.594	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.836
	0.731				0.889				0.568								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	4	0	0	0	3	19	0	21	0	0	0	0	0	0	0	47
4:15 PM	4	1	0	0	0	5	18	0	26	0	1	0	0	0	0	0	55
4:30 PM	2	26	0	0	0	4	21	0	27	0	3	0	0	0	0	0	83
4:45 PM	1	6	0	0	0	6	13	0	24	0	1	0	0	0	0	0	51
5:00 PM	2	9	0	0	0	3	22	0	21	0	3	0	0	0	0	0	60
5:15 PM	4	12	0	0	0	2	17	0	26	0	2	0	0	0	0	0	63
5:30 PM	1	8	0	0	0	4	25	0	33	0	2	0	0	0	0	0	73
5:45 PM	1	8	0	0	0	6	21	0	22	0	0	0	0	0	0	0	58
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	15	74	0	0	0	33	156	0	200	0	12	0	0	0	0	0	490
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	9	53	0	0	0	15	73	0	98	0	9	0	0	0	0	0	257
PEAK HR FACTOR :	0.563	0.510	0.000	0.000	0.000	0.625	0.830	0.000	0.907	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.774
	0.554				0.880				0.892								

Project ID: 26-780035-004
Date: 3/17/2026

Location: Convention Way & Target Access Dwy
City: Lombard
Control: 1-Way Stop(EB)

Data - Duals

NS/EW Streets:		Convention Way				Convention Way				Target Access Dwy				Target Access Dwy				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0 1 NL	0 1 NT	0 0 NR	0 0 NU	0 0 SL	0 0 ST	0 0 SR	0 0 SU	0 0 EL	0 1 ET	0 0 ER	0 0 EU	0 0 WL	0 0 WT	0 0 WR	0 0 WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250				0.250								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0 1 NL	0 1 NT	0 0 NR	0 0 NU	0 0 SL	0 1 ST	0 0 SR	0 0 SU	0 0 EL	0 1 ET	0 0 ER	0 0 EU	0 0 WL	0 0 WT	0 0 WR	0 0 WU	TOTAL
	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :		0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250																

Project ID: 26-780035-004
Date: 3/17/2026

Project ID: 26-780035-004
Date: 3/17/2026

NS/EW Streets:		Convention Way				Convention Way				Target Access Dwy				Target Access Dwy				
AM		NORTHBOUND 01 NR NT NU				SOUTHBOUND 01 SR ST SU				EASTBOUND 01 ER ET EU				WESTBOUND 01 WR WT WU				
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES : APPROACH %'s :		0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL 0		
PEAK HR :														TOTAL 0				
PEAK HR VOL :		0				0				0				0				
PEAK HR FACTOR :		0.000				0.000				0.000				0.000				

PM		NORTHBOUND 01 NR NT NU				SOUTHBOUND 01 SR ST SU				EASTBOUND 01 ER ET EU				WESTBOUND 01 WR WT WU				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL VOLUMES : APPROACH %'s :		0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL 0			
PEAK HR :														TOTAL 0				
PEAK HR VOL :		0				0				0				0				
PEAK HR FACTOR :		0.000				0.000				0.000				0.000				

Location: Convention Way & Target Access Dwy
City: Lombard

Data - Pedestrians (Crosswalks)

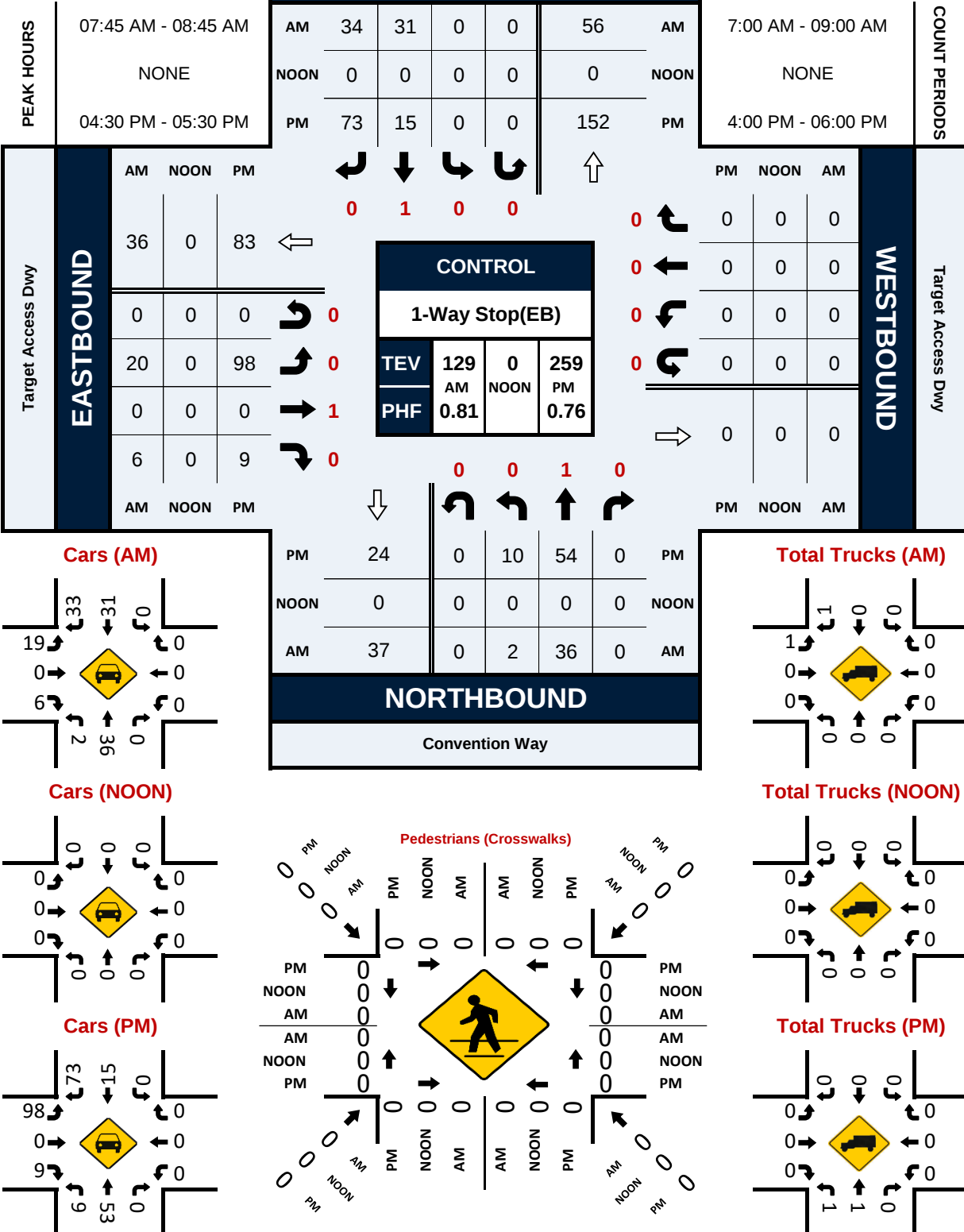
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 1 100.00%	WB 0 0.00%	NB 0	SB 0	NB 0	SB 0	TOTAL 1
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0		0 0		0 0		0 0		0

Convention Way & Target Access Dwy

Peak Hour Turning Movement Count

ID: 26-780035-004
City: Lombard

Day: Tuesday
Date: 3/17/2026



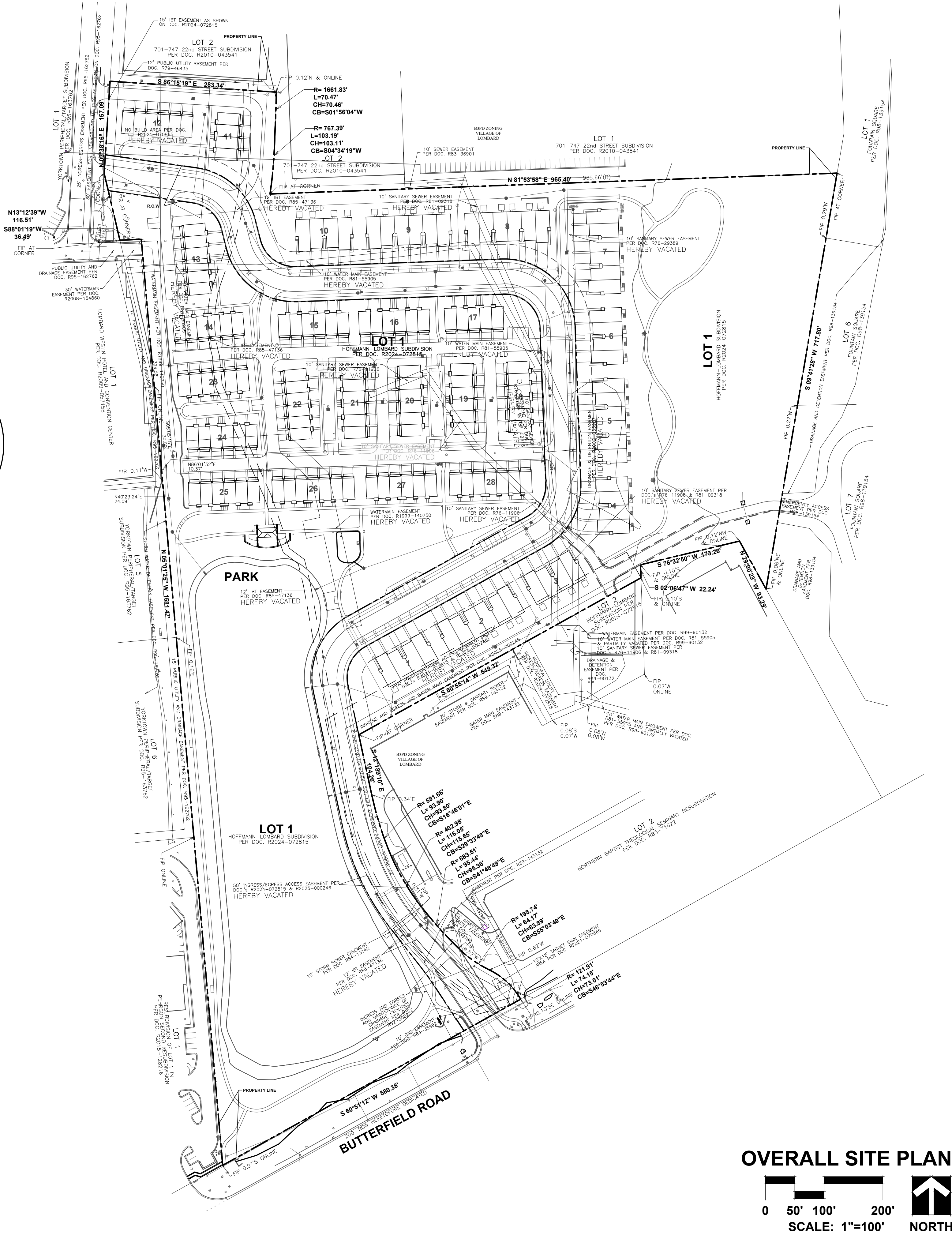
Project ID: 26-780035-004
Location: Convention Way & Target Access Dwy
City: Lombard

Day: Tuesday
Date: 3/17/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Convention Way Northbound						Convention Way Southbound						Target Access Dwy Eastbound						Target Access Dwy Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	2	0	0	0	2	0	1	1	0	0	2	5	0	0	0	0	5	0	0	0	0	0	0	9
7:15 AM	1	6	0	0	0	7	0	7	0	0	0	7	2	0	0	0	0	2	0	0	0	0	0	0	16
7:30 AM	1	7	0	0	0	8	0	11	0	0	0	11	3	0	1	0	0	4	0	0	0	0	0	0	23
7:45 AM	0	7	0	0	0	7	0	11	7	0	0	18	1	0	3	0	0	4	0	0	0	0	0	0	29
Total	2	22	0	0	0	24	0	30	8	0	0	38	11	0	4	0	0	15	0	0	0	0	0	0	77
8:00 AM	0	6	0	0	0	6	0	7	8	0	0	15	2	0	0	0	0	2	0	0	0	0	0	0	23
8:15 AM	0	13	0	0	0	13	0	6	12	0	0	18	9	0	0	0	0	9	0	0	0	0	0	0	40
8:30 AM	2	10	0	0	0	12	0	7	7	0	0	14	8	0	3	0	0	11	0	0	0	0	0	0	37
8:45 AM	1	1	0	0	0	2	0	7	4	0	0	11	10	0	1	0	0	11	0	0	0	0	0	0	24
Total	3	30	0	0	0	33	0	27	31	0	0	58	29	0	4	0	0	33	0	0	0	0	0	0	124
BREAK																									
4:00 PM	0	4	0	0	0	4	0	3	19	0	0	22	22	0	0	0	0	22	0	0	0	0	0	0	48
4:15 PM	4	1	0	0	1	5	0	5	18	0	0	23	26	0	2	0	0	28	0	0	0	0	0	0	56
4:30 PM	3	27	0	0	0	30	0	4	21	0	0	25	27	0	3	0	0	30	0	0	0	0	0	0	85
4:45 PM	1	6	0	0	0	7	0	6	13	0	0	19	24	0	1	0	0	25	0	0	0	0	0	0	51
Total	8	38	0	0	1	46	0	18	71	0	0	89	99	0	6	0	0	105	0	0	0	0	0	0	240
5:00 PM	2	9	0	0	0	11	0	3	22	0	0	25	21	0	3	0	0	24	0	0	0	0	0	0	60
5:15 PM	4	12	0	0	0	16	0	2	17	0	0	19	26	0	2	0	0	28	0	0	0	0	0	0	63
5:30 PM	1	8	0	0	0	9	0	4	25	0	0	29	33	0	2	0	0	35	0	0	0	0	0	0	73
5:45 PM	1	8	0	0	0	9	0	6	21	0	0	27	22	0	0	0	0	22	0	0	0	0	0	0	58
Total	8	37	0	0	0	45	0	15	85	0	0	100	102	0	7	0	0	109	0	0	0	0	0	0	254
Grand Total	21	127	0	0	1	148	0	90	195	0	0	285	241	0	21	0	0	262	0	0	0	0	0	0	695
Apprch %	14.2	85.8	0.0	0.0	0.7		0.0	31.6	68.4	0.0	0.0		92.0	0.0	8.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total %	3.0	18.3	0.0	0.0	0.1	21.3	0.0	12.9	28.1	0.0	0.0	41.0	34.7	0.0	3.0	0.0	0.0	37.7	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	20	126	0	0		146	0	90	194	0		284	239	0	20	0		259	0	0	0	0			689
% Cars, PU, Vans	95.2	99.2	0.0	0.0		98.6	0.0	100.0	99.5	0.0		99.6	99.2	0.0	95.2	0.0		98.9	0.0	0.0	0.0	0.0			99.1
Buses	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	0.0	0.0			0.0
Duals	1	1	0	0		2	0	0	1	0		1	2	0	1	0		3	0	0	0	0			6
%Duals	4.8	0.8	0.0	0.0		1.4	0.0	0.0	0.5	0.0		0.4	0.8	0.0	4.8	0.0		1.1	0.0	0.0	0.0	0.0			0.9
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0			0
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0

Site Plan



VICINITY MAP
SCALE: 1"=500'

LEGAL DESCRIPTION

PARCEL 1 IN NORTHERN BAPTIST THEOLOGICAL SEMINARY ASSESSMENT PLAT OF LOT 1 IN THE RESUBDIVISION OF NORTHERN BAPTIST THEOLOGICAL SEMINARY SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO SAID ASSESSMENT PLAT RECORDED AUGUST 28, 2007 AS DOCUMENT R2007-159301, IN DUPAGE COUNTY ILLINOIS.

SITE DATA

Site Plan Dated 06/08/2026	SQ. FT.	ACRES	PERCENT
BUILDING	590,320	13.55	50.49%
VEHICULAR ROAD	122,695	2.82	10.49%
OPEN SPACE	456,073	10.47	39.01%
TOTAL SITE AREA	1,169,088	26.84	100.00%

TOTAL NUMBER OF UNITS = 157 UNITS ONSITE
GROSS SITE DENSITY = 5.8 D.U./AC. (157 D.U./27.04 AC.)

MINIMUM DESIGN STANDARDS:	
MINIMUM UNITS PER BUILDING	4
MAXIMUM UNITS PER BUILDING	7
MINIMUM HEIGHT	2 FLOORS
BUILDING TO BUILDING	
SIDE TO SIDE	20 FT.
REAR TO REAR	61 FT.
FRONT TO SIDE	58 FT.
SIDE TO REAR	41 FT.

VEHICLE PARKING PROVIDED:	
GARAGE	= 314 SPACES
DRIVEWAY	= 314 SPACES
GUEST PARKING	= 24 SPACES
TOTAL	= 652 SPACES (4.2 SPACES / UNIT)

NOTES:
1. EXISTING ZONING OF THE SUBJECT PROPERTY IS B3PD, IN THE VILLAGE OF LOMBARD.

LEGEND

PROPERTY LINE	----
R.O.W. LINE	----
EASEMENT LINE	----

CMAP 2050 Projections Letter



April 30, 2026

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

Subject: 22nd Street - Butterfield Road (NBS Campus Redevelopment)
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 29, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
22nd St, at Convention Way	11,100 (2024)	13,100
Butterfield Rd, at Maxant Dr / Technology Dr	42,900 (2025)	46,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 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)
\\2026_TrafficForecasts\Lombard\du-28-26\du-28-26.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: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	89	1439	72	35	1054	6	60	3	43	5	1	6
Future Volume (vph)	89	1439	72	35	1054	6	60	3	43	5	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.993			0.999			0.859			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5052	0	1805	5032	0	1770	1602	0	1805	1651	0
Flt Permitted	0.950			0.950			0.752			0.724		
Satd. Flow (perm)	1787	5052	0	1805	5032	0	1401	1602	0	1376	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1			47			7	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	0%	3%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1642	0	38	1153	0	65	50	0	5	8	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	18.0	87.0		15.0	84.0		38.0	38.0		38.0	38.0	
Total Split (%)	12.9%	62.1%		10.7%	60.0%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	12.9	107.9		8.4	100.0		12.9	12.9		12.9	12.9	
Actuated g/C Ratio	0.09	0.77		0.06	0.71		0.09	0.09		0.09	0.09	

26-077 - Residential Development - Lombard
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.59	0.42		0.36	0.32		0.50	0.26		0.04	0.05	
Control Delay (s/veh)	74.8	7.8		71.4	8.9		73.1	19.8		55.8	32.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.8	7.8		71.4	8.9		73.1	19.8		55.8	32.3	
LOS	E	A		E	A		E	B		E	C	
Approach Delay (s/veh)		11.6			10.9			49.9			41.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	87	201		34	142		58	3		4	1	
Queue Length 95th (ft)	144	285		71	210		107	42		18	18	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	190	3894		142	3596		320	402		314	382	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.42		0.27	0.32		0.20	0.12		0.02	0.02	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 12.9

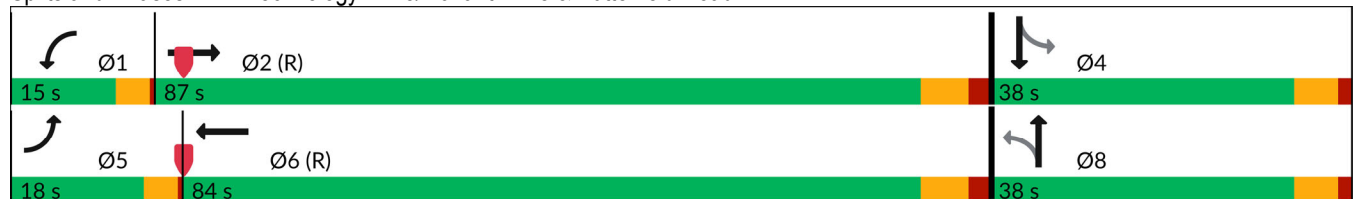
Intersection LOS: B

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	490	12	54	294	17	40
Future Volume (vph)	490	12	54	294	17	40
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3527	0	1770	3762	1805	1568
Flt Permitted			0.431		0.950	
Satd. Flow (perm)	3527	0	803	3762	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					42
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	529	0	57	309	18	42
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	62.0		13.0	75.0	25.0	25.0
Total Split (%)	62.0%		13.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	76.0		85.1	85.5	12.1	12.1
Actuated g/C Ratio	0.76		0.85	0.86	0.12	0.12

26-077 - Residential Development - Lombard
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.20		0.08	0.10	0.08	0.19
Control Delay (s/veh)	5.5		2.5	2.4	40.1	14.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.5		2.5	2.4	40.1	14.5
LOS	A		A	A	D	B
Approach Delay (s/veh)	5.5			2.4	22.2	
Approach LOS	A			A	C	
Queue Length 50th (ft)	65		7	22	10	0
Queue Length 95th (ft)	92		15	33	31	32
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2680		770	3216	342	331
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.20		0.07	0.10	0.05	0.13

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.20

Intersection Signal Delay (s/veh): 5.4

Intersection LOS: A

Intersection Capacity Utilization 40.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



Intersection

Int Delay, s/veh 2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 20 6 2 36 31 34

Future Vol, veh/h 20 6 2 36 31 34

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 81 81 81 81 81 81

Heavy Vehicles, % 5 0 0 0 0 3

Mvmt Flow 25 7 2 44 38 42

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 109 59 80 0 - 0

Stage 1 59 - - - - -

Stage 2 49 - - - - -

Critical Hdwy 6.45 6.2 4.1 - - -

Critical Hdwy Stg 1 5.45 - - - - -

Critical Hdwy Stg 2 5.45 - - - - -

Follow-up Hdwy 3.545 3.3 2.2 - - -

Pot Cap-1 Maneuver 881 1012 1530 - - -

Stage 1 956 - - - - -

Stage 2 965 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 880 1012 1530 - - -

Mov Cap-2 Maneuver 880 - - - - -

Stage 1 954 - - - - -

Stage 2 965 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.11 0.39 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 95 - 907 - -

HCM Lane V/C Ratio 0.002 - 0.035 - -

HCM Ctrl Dly (s/v) 7.4 0 9.1 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations ↑↑↑ ↑↑↑ ↑↑↑

Traffic Vol, veh/h 0 1487 1091 40 0 4

Future Vol, veh/h 0 1487 1091 40 0 4

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - - 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 0 2 3 0 0 0

Mvmt Flow 0 1582 1161 43 0 4

Major/Minor Major1 Major2 Minor2

Conflicting Flow All - 0 - 0 - 602

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - - - - - 7.1

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - - - - - 3.9

Pot Cap-1 Maneuver 0 - - - 0 384

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - - - - 384

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB WB SB

HCM Ctrl Dly, s/v 0 0 14.49

HCM LOS B

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Capacity (veh/h) - - - 384

HCM Lane V/C Ratio - - - 0.011

HCM Ctrl Dly (s/v) - - - 14.5

HCM Lane LOS - - - B

HCM 95th %tile Q(veh) - - - 0

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	8	1401	114	68	1984	2	96	1	90	60	4	71
Future Volume (vph)	8	1401	114	68	1984	2	96	1	90	60	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989						0.852			0.858	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5083	0	1805	5136	0	1805	1619	0	1805	1615	0
Flt Permitted	0.950			0.950			0.706			0.656		
Satd. Flow (perm)	1805	5083	0	1805	5136	0	1341	1619	0	1246	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						95			75	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1595	0	72	2090	0	101	96	0	63	79	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	15.0	86.0		15.0	86.0		39.0	39.0		39.0	39.0	
Total Split (%)	10.7%	61.4%		10.7%	61.4%		27.9%	27.9%		27.9%	27.9%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	6.2	97.4		10.9	107.9		16.8	16.8		16.8	16.8	
Actuated g/C Ratio	0.04	0.70		0.08	0.77		0.12	0.12		0.12	0.12	

26-077 - Residential Development - Lombard
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.10	0.45		0.51	0.53		0.63	0.35		0.42	0.31	
Control Delay (s/veh)	66.4	11.1		74.0	7.8		74.9	13.3		64.2	15.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	66.4	11.1		74.0	7.8		74.9	13.3		64.2	15.2	
LOS	E	B		E	A		E	B		E	B	
Approach Delay (s/veh)		11.4			10.0			44.9			37.0	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	7	228		64	215		89	1		54	3	
Queue Length 95th (ft)	26	331		115	421		146	52		98	50	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	141	3541		156	3959		316	454		293	438	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.45		0.46	0.53		0.32	0.21		0.22	0.18	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 89 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 13.1

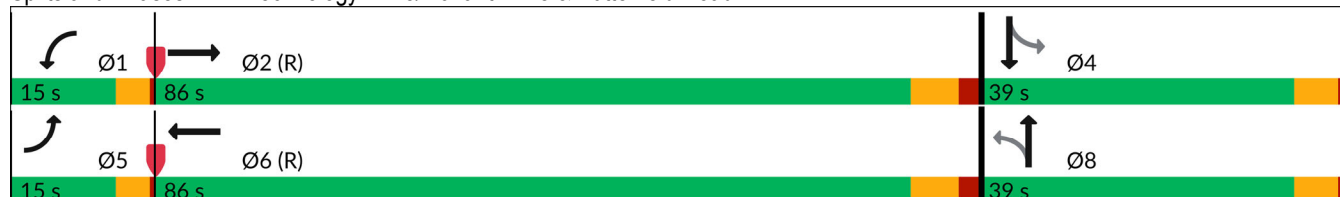
Intersection LOS: B

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	572	9	80	523	33	115
Future Volume (vph)	572	9	80	523	33	115
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3568	0	1805	3762	1752	1615
Flt Permitted			0.384		0.950	
Satd. Flow (perm)	3568	0	730	3762	1752	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					122
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	619	0	85	556	35	122
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	52.0		13.0	65.0	35.0	35.0
Total Split (%)	52.0%		13.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	66.6		77.4	75.4	12.6	12.6
Actuated g/C Ratio	0.67		0.77	0.75	0.13	0.13

26-077 - Residential Development - Lombard
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.26		0.13	0.20	0.16	0.39
Control Delay (s/veh)	7.6		3.3	3.8	40.4	11.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6		3.3	3.8	40.4	11.3
LOS	A		A	A	D	B
Approach Delay (s/veh)	7.6			3.7	17.8	
Approach LOS	A			A	B	
Queue Length 50th (ft)	78		10	43	21	0
Queue Length 95th (ft)	120		23	67	50	50
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2376		661	2835	508	554
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.26		0.13	0.20	0.07	0.22

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay (s/veh): 7.0

Intersection LOS: A

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



Intersection

Int Delay, s/veh 4.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 98 9 10 54 15 73

Future Vol, veh/h 98 9 10 54 15 73

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 76 76 76 76 76 76

Heavy Vehicles, % 0 0 10 2 0 0

Mvmt Flow 129 12 13 71 20 96

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 165 68 116 0 - 0

Stage 1 68 - - - - -

Stage 2 97 - - - - -

Critical Hdwy 6.4 6.2 4.2 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.29 - - -

Pot Cap-1 Maneuver 830 1001 1425 - - -

Stage 1 960 - - - - -

Stage 2 932 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 822 1001 1425 - - -

Mov Cap-2 Maneuver 822 - - - - -

Stage 1 951 - - - - -

Stage 2 932 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 10.19 1.18 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 281 - 835 - -

HCM Lane V/C Ratio 0.009 - 0.169 - -

HCM Ctrl Dly (s/v) 7.6 0 10.2 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0 - 0.6 - -

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↓			↗
Traffic Vol, veh/h	0	1551	2042	11	0	12
Future Vol, veh/h	0	1551	2042	11	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	9	0	0
Mvmt Flow	0	1616	2127	11	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	1069
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	189
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	189
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		25.37		
HCM LOS	D					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	189		
HCM Lane V/C Ratio	-	-	-	0.066		
HCM Ctrl Dly (s/v)	-	-	-	25.4		
HCM Lane LOS	-	-	-	D		
HCM 95th %tile Q(veh)	-	-	-	0.2		

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	171	1482	74	36	1097	16	62	3	44	14	1	13
Future Volume (vph)	171	1482	74	36	1097	16	62	3	44	14	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.993			0.998			0.859			0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5052	0	1805	5028	0	1770	1602	0	1805	1634	0
Flt Permitted	0.950			0.950			0.748			0.724		
Satd. Flow (perm)	1787	5052	0	1805	5028	0	1393	1602	0	1376	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			2			48			14	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	0%	3%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1691	0	39	1209	0	67	51	0	15	15	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	18.0	87.0		15.0	84.0		38.0	38.0		38.0	38.0	
Total Split (%)	12.9%	62.1%		10.7%	60.0%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	23.7	103.4		8.4	86.2		13.1	13.1		13.1	13.1	
Actuated g/C Ratio	0.17	0.74		0.06	0.62		0.09	0.09		0.09	0.09	

26-077 - Residential Development - Lombard
No Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.62	0.45		0.36	0.39		0.52	0.26		0.12	0.09	
Control Delay (s/veh)	63.3	8.5		71.5	14.6		73.4	19.4		57.9	25.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	63.3	8.5		71.5	14.6		73.4	19.4		57.9	25.4	
LOS	E	A		E	B		E	B		E	C	
Approach Delay (s/veh)		13.9			16.3			50.0			41.7	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	161	211		35	195		60	3		13	1	
Queue Length 95th (ft)	240	301		73	265		109	43		35	23	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	302	3732		142	3096		318	403		314	384	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.62	0.45		0.27	0.39		0.21	0.13		0.05	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 16.4

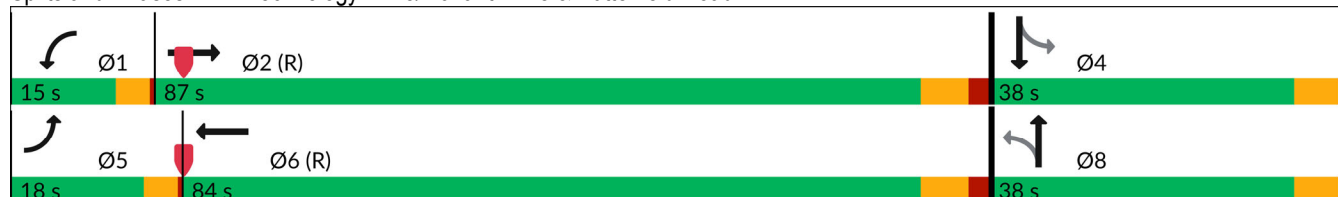
Intersection LOS: B

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	505	12	56	303	18	41
Future Volume (vph)	505	12	56	303	18	41
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3527	0	1770	3762	1805	1568
Flt Permitted			0.425		0.950	
Satd. Flow (perm)	3527	0	792	3762	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					43
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	545	0	59	319	19	43
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	62.0		13.0	75.0	25.0	25.0
Total Split (%)	62.0%		13.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	76.0		85.1	85.5	12.1	12.1
Actuated g/C Ratio	0.76		0.85	0.86	0.12	0.12

26-077 - Residential Development - Lombard
No Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.20		0.08	0.10	0.09	0.19
Control Delay (s/veh)	5.5		2.5	2.4	40.1	14.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.5		2.5	2.4	40.1	14.5
LOS	A		A	A	D	B
Approach Delay (s/veh)	5.5			2.4	22.3	
Approach LOS	A			A	C	
Queue Length 50th (ft)	67		7	23	11	0
Queue Length 95th (ft)	95		15	34	33	32
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2680		761	3216	342	332
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.20		0.08	0.10	0.06	0.13

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.20

Intersection Signal Delay (s/veh): 5.4

Intersection LOS: A

Intersection Capacity Utilization 41.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	6	2	37	32	35
Future Vol, veh/h	21	6	2	37	32	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	0	0	0	0	3
Mvmt Flow	26	7	2	46	40	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	112	61	83	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.45	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	878	1010	1527	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	876	1010	1527	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.14	0.38		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	92	-	903	-	-	
HCM Lane V/C Ratio	0.002	-	0.037	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1540	1141	97	0	8
Future Vol, veh/h	0	1540	1141	97	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1638	1214	103	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 659
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.9
Pot Cap-1 Maneuver	0	-	- - 0 352
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 352
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.47
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	352
HCM Lane V/C Ratio	-	-	-	0.024
HCM Ctrl Dly (s/v)	-	-	-	15.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1443	117	70	2121	3	99	1	93	122	4	86
Future Volume (vph)	22	1443	117	70	2121	3	99	1	93	122	4	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989						0.852			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5083	0	1805	5136	0	1805	1619	0	1805	1611	0
Flt Permitted	0.950			0.950			0.671			0.658		
Satd. Flow (perm)	1805	5083	0	1805	5136	0	1275	1619	0	1250	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						98			91	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1642	0	74	2236	0	104	99	0	128	95	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	15.0	86.0		15.0	86.0		39.0	39.0		39.0	39.0	
Total Split (%)	10.7%	61.4%		10.7%	61.4%		27.9%	27.9%		27.9%	27.9%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	7.3	94.2		11.1	99.7		19.9	19.9		19.9	19.9	
Actuated g/C Ratio	0.05	0.67		0.08	0.71		0.14	0.14		0.14	0.14	

26-077 - Residential Development - Lombard
No Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.48		0.52	0.61		0.57	0.32		0.72	0.31	
Control Delay (s/veh)	69.3	13.1		74.1	12.9		67.4	11.7		78.6	12.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	69.3	13.1		74.1	12.9		67.4	11.7		78.6	12.8	
LOS	E	B		E	B		E	B		E	B	
Approach Delay (s/veh)		13.8			14.8			40.2			50.6	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	21	258		66	387		90	1		113	3	
Queue Length 95th (ft)	51	376		116	543		145	51		176	52	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	141	3424		157	3656		300	456		294	449	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.48		0.47	0.61		0.35	0.22		0.44	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 89 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 17.4

Intersection LOS: B

Intersection Capacity Utilization 72.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	589	9	82	539	34	118
Future Volume (vph)	589	9	82	539	34	118
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3568	0	1805	3762	1752	1615
Flt Permitted			0.376		0.950	
Satd. Flow (perm)	3568	0	714	3762	1752	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					126
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	637	0	87	573	36	126
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	52.0		13.0	65.0	35.0	35.0
Total Split (%)	52.0%		13.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	66.5		77.3	75.3	12.7	12.7
Actuated g/C Ratio	0.67		0.77	0.75	0.13	0.13

26-077 - Residential Development - Lombard
No Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.27		0.14	0.20	0.16	0.40
Control Delay (s/veh)	7.7		3.3	3.9	40.4	11.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7		3.3	3.9	40.4	11.2
LOS	A		A	A	D	B
Approach Delay (s/veh)	7.7			3.8	17.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	81		10	44	21	0
Queue Length 95th (ft)	124		23	69	51	50
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2374		650	2834	508	557
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.27		0.13	0.20	0.07	0.23

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 7.1

Intersection LOS: A

Intersection Capacity Utilization 44.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



Intersection

Int Delay, s/veh 4.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 101 9 10 56 15 75

Future Vol, veh/h 101 9 10 56 15 75

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 76 76 76 76 76 76

Heavy Vehicles, % 0 0 10 2 0 0

Mvmt Flow 133 12 13 74 20 99

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 169 69 118 0 - 0

Stage 1 69 - - - - -

Stage 2 100 - - - - -

Critical Hdwy 6.4 6.2 4.2 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.29 - - -

Pot Cap-1 Maneuver 826 1000 1421 - - -

Stage 1 959 - - - - -

Stage 2 929 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 818 1000 1421 - - -

Mov Cap-2 Maneuver 818 - - - - -

Stage 1 950 - - - - -

Stage 2 929 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 10.25 1.14 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 273 - 830 - -

HCM Lane V/C Ratio 0.009 - 0.174 - -

HCM Ctrl Dly (s/v) 7.6 0 10.2 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0 - 0.6 - -

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↓			↗
Traffic Vol, veh/h	0	1658	2122	22	0	72
Future Vol, veh/h	0	1658	2122	22	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	9	0	0
Mvmt Flow	0	1727	2210	23	0	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	1117
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	176
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	176
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		39.87		
HCM LOS	E					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	176		
HCM Lane V/C Ratio	-	-	-	0.426		
HCM Ctrl Dly (s/v)	-	-	-	39.9		
HCM Lane LOS	-	-	-	E		
HCM 95th %tile Q(veh)	-	-	-	1.9		

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	177	1482	74	36	1097	25	62	3	44	41	1	31
Future Volume (vph)	177	1482	74	36	1097	25	62	3	44	41	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.993			0.997			0.859			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5052	0	1805	5024	0	1770	1602	0	1805	1623	0
Flt Permitted	0.950			0.950			0.734			0.724		
Satd. Flow (perm)	1787	5052	0	1805	5024	0	1367	1602	0	1376	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			48			34	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	0%	3%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1691	0	39	1219	0	67	51	0	45	35	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	18.0	87.0		15.0	84.0		38.0	38.0		38.0	38.0	
Total Split (%)	12.9%	62.1%		10.7%	60.0%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	24.8	103.2		8.4	84.9		13.2	13.2		13.2	13.2	
Actuated g/C Ratio	0.18	0.74		0.06	0.61		0.09	0.09		0.09	0.09	

26-077 - Residential Development - Lombard
Projected Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.45		0.36	0.40		0.52	0.26		0.35	0.19	
Control Delay (s/veh)	61.9	8.6		71.5	15.2		73.7	19.3		65.2	19.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	61.9	8.6		71.5	15.2		73.7	19.3		65.2	19.8	
LOS	E	A		E	B		E	B		E	B	
Approach Delay (s/veh)		14.0			16.9			50.1			45.4	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	166	213		35	201		60	3		39	1	
Queue Length 95th (ft)	246	302		73	271		109	43		78	35	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	317	3727		142	3049		312	403		314	397	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.45		0.27	0.40		0.21	0.13		0.14	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 17.1

Intersection LOS: B

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	505	14	59	303	23	50
Future Volume (vph)	505	14	59	303	23	50
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3527	0	1770	3762	1805	1568
Flt Permitted			0.423		0.950	
Satd. Flow (perm)	3527	0	788	3762	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					53
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	2%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	547	0	62	319	24	53
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	62.0		13.0	75.0	25.0	25.0
Total Split (%)	62.0%		13.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	72.2		81.4	80.6	12.2	12.2
Actuated g/C Ratio	0.72		0.81	0.81	0.12	0.12

26-077 - Residential Development - Lombard
Projected Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.21		0.09	0.11	0.11	0.22
Control Delay (s/veh)	6.5		2.9	3.0	40.3	13.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.5		2.9	3.0	40.3	13.8
LOS	A		A	A	D	B
Approach Delay (s/veh)	6.5			3.0	22.0	
Approach LOS	A			A	C	
Queue Length 50th (ft)	67		7	23	14	0
Queue Length 95th (ft)	97		16	35	38	36
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2546		730	3033	342	340
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		0.08	0.11	0.07	0.16

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.22

Intersection Signal Delay (s/veh): 6.4

Intersection LOS: A

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



HCM 7th TWSC

3: Convention Drive & Target East-West Main Drive Aisle/Proposed Access Drive 05/07/2026

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	0	6	0	0	12	2	37	0	4	32	35
Future Vol, veh/h	21	0	6	0	0	12	2	37	0	4	32	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	26	0	7	0	0	15	2	46	0	5	40	43
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	122	122	61	100	143	46	83	0	0	46	0	0
Stage 1	71	71	-	51	51	-	-	-	-	-	-	-
Stage 2	51	51	-	49	93	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	846	772	1010	886	752	1030	1527	-	-	1575	-	-
Stage 1	931	840	-	967	857	-	-	-	-	-	-	-
Stage 2	955	857	-	969	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	830	769	1010	875	748	1030	1527	-	-	1575	-	-
Mov Cap-2 Maneuver	830	769	-	875	748	-	-	-	-	-	-	-
Stage 1	928	837	-	966	855	-	-	-	-	-	-	-
Stage 2	939	855	-	959	819	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.33		8.55			0.38			0.41			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	92	-	-	864	1030	92	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.039	0.014	0.003	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	8.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↓			↗
Traffic Vol, veh/h	0	1567	1150	97	0	8
Future Vol, veh/h	0	1567	1150	97	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1667	1223	103	0	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	663
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	350
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		15.55		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	350		
HCM Lane V/C Ratio	-	-	-	0.024		
HCM Ctrl Dly (s/v)	-	-	-	15.5		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	70	0	1	71
Future Vol, veh/h	0	2	70	0	1	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	74	0	1	75
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	151	74	0	0	74	0
Stage 1	74	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	846	994	-	-	1539	-
Stage 1	954	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	994	-	-	1539	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.63	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 994		25	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Ctrl Dly (s/v)	-	- 8.6		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	36	1443	117	70	2121	24	99	1	93	138	4	97
Future Volume (vph)	36	1443	117	70	2121	24	99	1	93	138	4	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		0	190		0	140		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			210			60			95		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.998			0.852			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5083	0	1805	5126	0	1805	1619	0	1805	1611	0
Flt Permitted	0.950			0.950			0.644			0.665		
Satd. Flow (perm)	1805	5083	0	1805	5126	0	1224	1619	0	1264	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			98			102	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		582			483			263			293	
Travel Time (s)		8.8			7.3			7.2			8.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1642	0	74	2258	0	104	99	0	145	106	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	7.0	22.0		7.0	22.0		14.0	14.0		14.0	14.0	
Total Split (s)	15.0	86.0		15.0	86.0		39.0	39.0		39.0	39.0	
Total Split (%)	10.7%	61.4%		10.7%	61.4%		27.9%	27.9%		27.9%	27.9%	
Yellow Time (s)	3.5	5.0		3.5	5.0		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	2.0		0.5	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	7.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	8.4	92.6		10.8	94.8		21.7	21.7		21.7	21.7	
Actuated g/C Ratio	0.06	0.66		0.08	0.68		0.16	0.16		0.16	0.16	

26-077 - Residential Development - Lombard
Projected Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Technology Drive/Maxant Drive & Butterfield Road

05/07/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.49		0.53	0.65		0.55	0.30		0.74	0.32	
Control Delay (s/veh)	71.4	13.9		75.3	15.8		64.4	11.0		77.8	11.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	71.4	13.9		75.3	15.8		64.4	11.0		77.8	11.8	
LOS	E	B		E	B		E	B		E	B	
Approach Delay (s/veh)		15.2			17.7			38.4			49.9	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	34	269		66	423		89	1		128	3	
Queue Length 95th (ft)	71	383		118	599		143	50		194	54	
Internal Link Dist (ft)		502			403			183			213	
Turn Bay Length (ft)	210			190			140			120		
Base Capacity (vph)	142	3368		155	3473		288	456		297	457	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.49		0.48	0.65		0.36	0.22		0.49	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 89 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 19.5

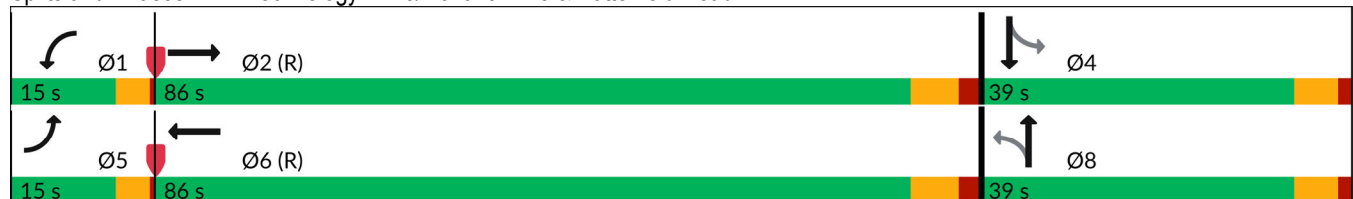
Intersection LOS: B

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Technology Drive/Maxant Drive & Butterfield Road



Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	589	14	89	539	38	123
Future Volume (vph)	589	14	89	539	38	123
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	120		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			105		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.996					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3561	0	1805	3762	1752	1615
Flt Permitted			0.373		0.950	
Satd. Flow (perm)	3561	0	709	3762	1752	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					131
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			681	316	
Travel Time (s)	12.3			13.3	8.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	1%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	642	0	95	573	40	131
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Detector Phase	2		1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	12.0	12.0
Minimum Split (s)	21.0		7.0	21.0	18.0	18.0
Total Split (s)	52.0		13.0	65.0	35.0	35.0
Total Split (%)	52.0%		13.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.5		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	None
Act Effect Green (s)	66.3		77.3	75.3	12.7	12.7
Actuated g/C Ratio	0.66		0.77	0.75	0.13	0.13

26-077 - Residential Development - Lombard
Projected Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Convention Drive & 22nd Street

05/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.27		0.15	0.20	0.18	0.41
Control Delay (s/veh)	7.8		3.4	3.9	40.6	11.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.8		3.4	3.9	40.6	11.1
LOS	A		A	A	D	B
Approach Delay (s/veh)	7.8			3.8	18.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	82		11	44	24	0
Queue Length 95th (ft)	125		25	70	55	52
Internal Link Dist (ft)	551			601	236	
Turn Bay Length (ft)			120			
Base Capacity (vph)	2363		646	2831	508	561
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.27		0.15	0.20	0.08	0.23

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 7.2

Intersection LOS: A

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Convention Drive & 22nd Street



HCM 7th TWSC

3: Convention Drive & Target East-West Main Drive Aisle/Proposed Access Drive 05/07/2026

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	9	0	0	8	10	56	0	11	15	75
Future Vol, veh/h	101	0	9	0	0	8	10	56	0	11	15	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	2	0	2	2	2	10	2	2	2	0	0
Mvmt Flow	133	0	12	0	0	11	13	74	0	14	20	99
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	198	198	69	149	247	74	118	0	0	74	0	0
Stage 1	98	98	-	100	100	-	-	-	-	-	-	-
Stage 2	100	100	-	49	147	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.2	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.29	-	-	2.218	-	-
Pot Cap-1 Maneuver	765	698	1000	819	655	988	1421	-	-	1526	-	-
Stage 1	913	814	-	906	812	-	-	-	-	-	-	-
Stage 2	911	812	-	965	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	684	1000	794	642	988	1421	-	-	1526	-	-
Mov Cap-2 Maneuver	742	684	-	794	642	-	-	-	-	-	-	-
Stage 1	904	806	-	897	804	-	-	-	-	-	-	-
Stage 2	893	804	-	943	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.87		8.68		1.14		0.8					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	273	-	-	758	988	168	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.191	0.011	0.009	-	-				
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	8.7	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0	-	-				

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↓			↗
Traffic Vol, veh/h	0	1674	2143	22	0	72
Future Vol, veh/h	0	1674	2143	22	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	9	0	0
Mvmt Flow	0	1744	2232	23	0	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	1128
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	173
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	173
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		40.85		
HCM LOS	E					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	173		
HCM Lane V/C Ratio	-	-	-	0.434		
HCM Ctrl Dly (s/v)	-	-	-	40.9		
HCM Lane LOS	-	-	-	E		
HCM 95th %tile Q(veh)	-	-	-	2		

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	165	0	1	101
Future Vol, veh/h	0	1	165	0	1	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	174	0	1	106
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	282	174	0	0	174	0
Stage 1	174	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	712	875	-	-	1415	-
Stage 1	861	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	875	-	-	1415	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.12	0		0.07		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	875		18	-	
HCM Lane V/C Ratio	-	0.001		0.001	-	
HCM Ctrl Dly (s/v)	-	9.1		7.5	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0		0	-	