

City of Oakbrook Terrace

*City Hall
17W275 Butterfield Rd.
Oakbrook Terrace, IL 60181
www.oakbrookterrace.net*



City Council Regular Meeting Agenda

Tuesday, August 11, 2026, at 7:00 PM

Council Chambers - City Hall - 17W261 Butterfield Road



CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, August 11, 2026 at 7:00 PM
Council Chambers - City Hall - 17W261 Butterfield Road
www.oakbrookterrace.net

Mayor Paul Esposito

City Clerk Michael Shadley

City Council Members:

Ward 1: Alderman Charlie Barbari and Alderman Eric Biskup

Ward 2: Alderman Michael Sarallo and Alderman Dennis Greco

Ward 3: Alderman Bob Rada and Geza Petro

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. ADDITIONS OR DELETIONS TO THE AGENDA**
- V. APPROVAL OF MINUTES - CHANGES OR CORRECTIONS**
Approval of Meeting Minutes from July 28, 2026.
- VI. PUBLIC PARTICIPATION**
- VII. ACTION ITEMS / CONSENT AGENDA**
 - 1. Payment of City Bills: August 11, 2026, in the amount of \$216,937.37.
 - 2. Ordinance 26 - 66 Amending Section 30.01 Entitled "Records request; availability" of Chapter 30 Entitled "General Provisions" of Title III Entitled "Administration" of the Code of Oakbrook Terrace, Illinois.
 - 3. Ordinance 26 - 67 Authorizing the Waiver of the Building Permit Fee for Oakbrook Terrace Park District – City of Oakbrook Terrace – Terrace View Park Railing Extension – 2026.
- VIII. ITEMS REMOVED FROM THE CONSENT AGENDA**
- IX. RECESS TO COMMITTEE OF THE WHOLE**
- X. MAYOR ESPOSITO**

XI. COMMITTEE OF THE WHOLE

1. Michael L. from York Township Mental Health Commission to present.
2. Sikich invoice in the amount of \$25,000 for audit services.
3. Consider Repealing Chapter 119: Massage
4. Concept Plan – 18th Street (C1 Development /Gateway Development Partners, Inc.)

XII. COUNCIL MEMBER COMMENTS

XIII. CITY ATTORNEY

XIV. CITY CLERK

XV. CITY ADMINISTRATOR

XVI. RECONVENE THE CITY COUNCIL MEETING

XVII. RECESS TO EXECUTIVE SESSION

XVIII. EXECUTIVE SESSION

Closed session pursuant to Section 2(c)(5) of the Open Meetings Act to discuss the purchase or lease of real property for the use of the city, including, but not limited to, the purpose of discussing whether a particular parcel should be acquired.

XIX. RECONVENE THE CITY COUNCIL MEETING

XX. NEW BUSINESS

Approval to pay the Sikich invoice in the amount of \$25,000 for audit services.

XXI. ADJOURN

The next Regular City Council Meeting is scheduled for Tuesday, August 25th at 7:00 pm.

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the City of Oakbrook Terrace meetings will be accessible to individuals with disabilities. Persons requiring auxiliary aids and services should contact the Executive Offices at 17W275 Butterfield Road, Oakbrook Terrace, Illinois 60181, or call (630) 941-8300 in advance of the meeting to inform them of their anticipated attendance.

City of Oakbrook Terrace

City Hall
17W275 Butterfield Rd.
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City Council Regular Meeting Minutes

Tuesday, July 28, 2026, at 7:00 PM

Council Chambers - City Hall - 17W261 Butterfield Road



CITY COUNCIL REGULAR MEETING MINUTES

Tuesday, July 28, 2026 at 7:00 PM
Council Chambers - City Hall - 17W261 Butterfield Road
www.oakbrookterrace.net

Mayor Paul Esposito (absent)

City Clerk Michael Shadley

City Council Members:

Ward 1: Alderman Charlie Barbari and Alderman Eric Biskup

Ward 2: Alderman Michael Sarallo and Alderman Dennis Greco

Ward 3: Alderman Bob Rada and Geza Petro

I. CALL TO ORDER

City Clerk, Michael Shadley, called July 28, 2026 Regular and Committee of the Whole Meeting of the City Council to order at 7:00 PM.

Due to the temporary absence of Mayor Esposito, a motion to appoint a Mayor Pro Tem was made by Alderman Sarallo and seconded by Alderman Petro appointing Alderman Greco as Mayor Pro Tem.

Roll Call:

Ayes: Barbari, Greco, Petro, Rada, Sarallo

Absent: Biskup

Nayes: None

II. ROLL CALL

Roll call indicated the following City Council members in attendance:

Present: Aldermen Barbari, Greco, Petro, Rada, and Sarallo.

Absent: Mayor Esposito, Alderman Biskup

Roll Call:

Ayes: Barbari, Greco, Petro, Rada and Sarallo

Nayes: None

Absent: Biskup

Also in attendance: City Administrator: T. Walker, and City Attorney R. Ramello.

III. MAYOR PRO TEM, DENNIS GRECO, LED IN THE PLEDGE OF ALLEGIANCE

IV. ADDITIONS OR DELETIONS TO THE AGENDA

None

V. APPROVAL OF MINUTES - CHANGES OR CORRECTIONS

A motion to approve the Regular City Council Meeting Minutes from July 14, 2026 was made by Alderman Rada and seconded by Alderman Barbari. The motion carried.

VI. PUBLIC PARTICIPATION

None

VII. ACTION ITEMS/CONSENT AGENDA

1. Payment of City Bills: July 18, 2026, in the amount of \$315,888.28.
2. Ordinance 26 - 65 Approve, Authorize and Ratify the Execution of a Contract between the City of Oakbrook Terrace, Illinois and AVI-SPL LLC for the City Council Chambers – Audio Visual Upgrade Project.

Alderman Rada asked whether the new system would allow City Council meetings to be broadcast on the internet. City Administrator, T. Walker responded that it would.

A motion to approve the Action Items/Consent Agenda as noted above was made by Alderman Barbari and seconded by Alderman Sarallo.

Roll call:

Ayes: Barbari, Greco, Petro, Rada and Sarallo

Nays: None

Absent: Biskup

VIII. ITEMS REMOVED FROM THE CONSENT AGENDA

None

IX. RECESS TO COMMITTEE OF THE WHOLE

Motion to Recess to Committee of the Whole made by Alderman Rada and seconded by Alderman Petro.

X. MAYOR PRO TEM, DENNIS GRECO

National Night Out will be held on Tuesday, August 4th, from 6-8 pm in the police department parking lot. Everyone is welcome.

XI. COMMITTEE OF THE WHOLE

1. District 88 to present. Dr. Jean Barbanente, Superintendent of District 88, provided an update on Addison Trail and Willowbrook High Schools. Both schools have earned a 9 out of 10 rating in college readiness. The district also offers dual credit opportunities across more than 18 career pathways, providing students with a wide range of college and career preparation options.

Dr. Barbanente shared information about a proposed 2026 bond referendum that is being developed with no anticipated increase to the community's tax rate. If approved, the bond would fund improvements including enhanced security measures, life safety upgrades, ADA

accessibility, infrastructure improvements, expanded educational spaces, performing arts facilities, and athletic facilities. The proposal is expected to appear on the November ballot.

Alderman Rada commended the Superintendent for the great job being done.

Mayor Pro Tem Greco thanked the Superintendent for her support in the recent Lions Club "Someone Special" event.

No other comments by council.

2. OBT Park District: Request for Permit Fee Waiver.
Shannon Elsey, Executive Director discussed extending the bridge railings to the gravel pathway. This extension would improve safety for residents and visitors using the bridge.

Move to the consent agenda.

3. The Ordinance Amending Section 30.01 entitled "Records request; availability" of Chapter 30 Entitled "General Provisions" of Title III Entitled "Administration" of the Code of Oakbrook Terrace, Illinois.

R. Ramello discussed the increasing number of FOIA requests the City has been receiving from various sources. He recommends amending the ordinance to clarify who may be served with FOIA requests and the proper method for submitting them. Under the proposed amendment, FOIA requests would be required to be submitted either to the City's FOIA Officer or through the City's website.

Alderman Sarallo confirmed that with the changes in the ordinance, the aldermen will be exempt from responding directly to FOIA requests.

Alderman Rada inquired about the City's current FOIA Officers. It was recognized that Addy Lozano and Jodie Esposito currently serve as the City's FOIA Officers.

Moved to consent agenda.

4. Department Head Updates.
Public Works – C. Ward reported that his team continues storm cleanup efforts following the July 4 storms, as well as more recent storms that caused additional tree damage. Brush pickup is scheduled for Monday. The Public Works team will be setting up for the upcoming National Night Out event.

Alderman Barbari extended thanks to the team for their great work.

Alderman Sarallo noted the street sweeping this week.

Community Development – M. Headley. Since the last department head update, 31 permits have been issued, including permits for the Park District's Lake View Nature Center restroom remodel, multiple commercial tenant buildouts, and new signage for Mary Jane's Smoke Shop and Dunkin' Donuts. Several additional commercial remodel permits are currently under review. A new Med Spa will be opening at the former Apex Construction

location on 14th Street. Browns Chicken has opened an office on Butterfield Road. Annual aesthetics inspections are underway, and rental inspections are nearly complete.

Alderman Sarallo raised concerns about the Dunkin Donuts monument sign, noting that its current placement obstructs motorists' visibility of oncoming traffic, and creates a potential safety hazard.

Alderman Petro questioned whether there were any updates with the 1801 building. The reply was no new updates.

Alderman Greco observed that Gulliver's is changing their signage.

Finance – J. Wade. The annual audit continues and is going very well.

HR – C. Romo. Recent emergency evacuation drills were completed at the police station. Medicare 101 lunch and learn was held for city employees. Sexual harassment training is being reviewed.

Alderman Rada was happy to hear that a Medicare 101 lunch and learn was offered.

Police – D. Clark. Preparing for National Night Out on August 4th with games, face painter, food, music, and touch a truck. All are welcome to attend. Commercial scales are running and statistics will be added to the monthly reports.

XII. COUNCIL MEMBER COMMENTS

Alderman Rada there was a 17-hour power outage in Berkshire with some tree branches down due to the recent storms. Local hotels are doing well, and tax revenue should rise with a 5.87% increase in DuPage. Amazon is moving in at Meyers and 22nd. 60% of office space is being utilized in DuPage County. First-time home buyers are going to have assistance for down payment to provide for affordable housing.

Alderman Petro commented that everything in the city is running well.

No other comments by council.

XIII. CITY ATTORNEY

No comment.

XIV. CITY CLERK

No comment.

XV. CITY ADMINISTRATOR

Cain Challenge Coins are for sale with profits going to Canines for Comfort. A shredding day is planned for Saturday, September 19th, in the City Hall lot sponsored by Flood Bros. Document destruction as well as electronic disposal will be available.

XVI. RECONVENE THE CITY COUNCIL MEETING

Motion to reconvene the City Council meeting was made by Alderman Barbari and seconded by Alderman Rada. Motion approved via an acclamation vote.

XVII. NEW BUSINESS

None

XVIII. ADJOURN

Motion to adjourn was made by Alderman Barbari and seconded by Alderman Sarallo at 7:42 PM.

Acclamation vote was made with all Ayes. Motion carried unanimously.

The next Regular City Council Meeting is scheduled for Tuesday, August 11, 2026 at 7:00 pm.

Respectfully submitted,

Margie Tannehill, Recording Secretary

Attested:

Michael Shadley, City Clerk

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INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number

Post Date

Vendor advocate - Advocate Occupational Health

23788130

0000025664

Advocate Occupational Health

07/26/2026

93.00

93.00

Open

Y

XRAY EXAM - BERGGREN

ALOZANO

08/11/2026

01-10-5775-00

TESTING & EXAMINATIONS

93.00

Total Vendor advocate - Advocate Occupational Health

93.00

93.00

Vendor Alisun - Alisun Business Printing

11090

0000025619

Alisun Business Printing

07/29/2026

525.00

525.00

Open

Y

CODE ENFORCEMENT DOOR HANGERS

JESPOSITO

08/11/2026

01-03-6130-00

SUPPLIES

525.00

Total Vendor Alisun - Alisun Business Printing

525.00

525.00

Vendor Amazon - Amazon Capital Services

ITCX6L73JP4W

0000025620

Amazon Capital Services

07/31/2026

723.09

723.09

Open

Y

CH SUPPLIES

JESPOSITO

08/11/2026

01-01-5781-00

4TH OF JULY FOAM GLOW STICKS

143.99

01-01-6120-00

TRAIL MIX SNACKS

52.95

01-01-6120-00

FLY SWATTERS

9.95

01-01-6120-00

PLASTIC PICTURE FRAMES

9.99

01-01-6120-00

SUCTION CUP HOOKS

5.99

01-01-6120-00

VARIETY PACK K-CUPS

35.77

01-01-6120-00

KLEENEX

73.74

01-01-6120-00

PLASTIC PICTURE FRAMES

9.99

01-01-5610-00

PRIME BUSINESS ANNUAL MEMBERSHIP

179.00

01-01-5651-01

STAFF MILESTONE BIRTHDAY GIFT

28.99

01-01-5651-01

BIRTHDAY DECORATIONS

20.99

01-01-5651-01

STAFF MILESTONE BIRTHDAY GIFT

42.99

01-01-5651-01

BIRTHDAY DECORATIONS

20.99

01-01-5651-01

BIRTHDAY CAKE TOPPER

7.99

01-01-5651-01

BIRTHDAY CAKE TOPPER

7.99

01-01-5651-01

STAFF MILESTONE BIRTHDAY GIFT

19.99

01-01-5651-01

STAFF MILESTONE BIRTHDAY GIFT

42.99

01-01-5651-01

STAFF MILESTONE BIRTHDAY GIFT

29.99

01-01-6170-00

POSTAGE

35.80

01-01-5651-01

DISCOUNTS

(56.99)

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due Status

Posted PO Number
Post Date

Vendor Amazon - Amazon Capital Services

1NR61W61RML

0000025621

Amazon Capital Services

08/01/2026

1,007.32

1,007.32 Open

Y
08/11/2026

PW SUPPLIES

JESPOSITO

01-04-6190-00

HI VIS TSHIRTS

134.99

01-04-6190-00

HI VIS T SHIRTS

109.99

01-04-6190-00

HI VIS T SHIRTS

109.99

01-01-5780-00

LAWN USA DECORATIVE FLAGS

221.98

01-01-5780-00

3X5 USA POLE SLEEVE FLAGS

80.92

01-01-5780-00

SHEARS

9.49

01-01-5780-00

USA LAWN DECORATIVE FLAGS

339.96

1VHX6WMG9QND

0000025622

Amazon Capital Services

08/01/2026

676.16

676.16 Open

Y
08/11/2026

PD SUPPLIES

JESPOSITO

01-02-6120-00

HANGING FILES (3)

36.69

01-02-6120-00

CLOROX WIPES

16.62

01-02-5780-00

NAPKINS - NNO

58.44

01-02-5780-00

FOIL SHEETS FOR HOT DOGS - NNO

21.64

01-02-5780-00

KETCHUP - NNO

13.79

01-02-5780-00

TABLE CLOTHS - NNO

14.39

01-02-5780-00

TABLE CLOTHS - NNO

17.09

01-02-5780-00

FAVOR BAGS - NNO

8.95

01-02-5780-00

FAVOR BAGS - NNO

9.99

01-02-5780-00

HAND SANITIZER - NNO

33.48

01-02-5780-00

CANDY - NNO

31.98

01-02-5780-00

SNO CONE SYRUP - NNO

23.49

01-02-5780-00

SNO CONE SYRUP - NNO

23.49

01-02-5780-00

CANDY - NNO

44.31

01-02-5780-00

TABLE CLOTHS - NNO

14.39

01-02-5780-00

CANSY - NNO

22.33

01-02-5780-00

TABLE CLOTHS - NNO

17.09

01-02-5780-00

AXE THROWING GAME (2) - NNO

123.98

01-02-5780-00

AXE THROWING GAME - NNO

113.99

01-02-5780-00

CRAYONS - NNO

15.04

01-02-5780-00

TAPE - NNO

14.99

Total Vendor Amazon - Amazon Capital Services

2,406.57

2,406.57

Vendor Aflac - American Family Life Assurance Company of Columbus

493247

0000025623

American Family Life Assurance Comp 08/01/2026

987.04

987.04 Open

Y
08/11/2026

LIFE ASSURANCE MO. PREMIUM - JULY 2026 JESPOSITO

01-00-1595-00

RECEIVABLE1

987.04

Total Vendor Aflac - American Family Life Assurance Company of Columbus

08/06/2026 11:26 AM

Page: 2/16

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number

Post Date

Vendor Aflac - American Family Life Assurance Company of Columbus

987.04

987.04

Vendor B&B Net - B2BTechnologies

35922

0000025624

B2BTechnologies

07/27/2026

MXSE/MXE SOFTWARE SUBSCRIPTION CH

JESPOSITO

2,325.00

2,325.00

Open

Y

01-01-5600-00

PROFESSIONAL/TECHNICAL SERVICE

2,325.00

08/11/2026

35944

0000025625

B2BTechnologies

07/31/2026

NEW ZULTYS 47GE (PD) PLUS LABOR FOR CHIE JESPOSITO

268.75

268.75

Open

Y

01-02-6120-00

OFFICE SUPPLIES

268.75

08/11/2026

35945

0000025626

B2BTechnologies

07/31/2026

REMOTE LABOR - CH PHONES

JESPOSITO

87.50

87.50

Open

Y

01-01-5665-00

REMOTE LABOR FOR GREETING UPDATE

87.50

08/11/2026

Total Vendor B&B Net - B2BTechnologies

2,681.25

2,681.25

Vendor BAXTER - BAXTER & WOODMAN, INC.

0287768

0000025676

BAXTER & WOODMAN, INC.

07/24/2026

SPRING ROAD TRIBUTARY RESTORATION PROJEC JESPOSITO

3,050.00

3,050.00

Open

Y

09-12-7190-07

SPRING ROAD TRIBUTARY RESTORATION PROJEC

3,050.00

08/11/2026 27-00090

Total Vendor BAXTER - BAXTER & WOODMAN, INC.

3,050.00

3,050.00

Vendor Nicor1 - Bill Payment Center Nicor Gas

07688 - JUN. 20

0000025651

Bill Payment Center Nicor Gas

07/09/2026

PD GAS SERVICE - 6/9-7/9/26

JESPOSITO

369.76

369.76

Open

Y

01-02-5758-00

UTILITIES

369.76

08/11/2026

Total Vendor Nicor1 - Bill Payment Center Nicor Gas

369.76

369.76

Vendor CPS Co. - Chicago Parts & Sound LLC

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number
Post Date**Vendor CPS Co. - Chicago Parts & Sound LLC**

40v0156288

0000025611

Chicago Parts & Sound LLC
ROTORS AND BRAKE PADS SQUAD
01-02-5663-0007/28/2026
CWARD
VEHICLE MAINT. & REPAIR

331.01

331.01

open

Y
08/11/2026

331.01

40c0028412

0000025632

Chicago Parts & Sound LLC
CREDIT FOR BATTERY RETURN
01-02-5663-0006/09/2026
JESPOSITO
VEHICLE MAINT. & REPAIR

(36.00)

(36.00)

open

Y
08/11/2026

(36.00)

Total Vendor CPS Co. - Chicago Parts & Sound LLC

295.01

295.01

Vendor CintasCo - Cintas Corporation

8408475920

0000025629

Cintas Corporation
1ST AID CABINET MAINTENANCE
01-04-5770-0007/24/2026
JESPOSITO
BUILDING MAINTENANCE

317.67

317.67

Open

Y
08/11/2026

317.67

Total Vendor CintasCo - Cintas Corporation

317.67

317.67

Vendor cintas - Cintas Corporation

4276540350

0000025627

Cintas Corporation
CH FLOOR MAT SERVICE
01-04-5770-0007/22/2026
JESPOSITO
BUILDING MAINTENANCE

155.46

155.46

Open

Y
08/11/2026

155.46

4276540329

0000025628

Cintas Corporation
PD FLOOR MAT SERVICE
01-02-5770-0107/22/2026
JESPOSITO
BUILD MAINT SERVICE AGREEMENT

46.28

46.28

Open

Y
08/11/2026

46.28

Total Vendor cintas - Cintas Corporation

201.74

201.74

Vendor ClarkHill - Clark Hill P.L.C.

1764496

0000025630

Clark Hill P.L.C.
LABOR RELATIONS
01-01-5674-0007/22/2026
JESPOSITO
LABOR RELATIONS

9,095.78

9,095.78

Open

Y 27-00086
08/11/2026

9,095.78

Total Vendor ClarkHill - Clark Hill P.L.C.

9,095.78

9,095.78

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number

Post Date

Vendor ClarkHil - Clark Hill P.L.C.

Vendor CODE4 - CODE 4 PUBLIC SAFETY EMBLEMS, LLC

C4-2738

0000025652

CODE 4 PUBLIC SAFETY EMBLEMS, LLC 07/22/2026

MAYORS CHALLENGE COIN

01-01-6130-00

JESPOSITO

MAYORS CHALLENGE COIN

780.00

780.00

open

Y

08/11/2026

780.00

Total Vendor CODE4 - CODE 4 PUBLIC SAFETY EMBLEMS, LLC

780.00

780.00

Vendor cod - College of DuPage

18546

0000025616

College of DuPage

07/30/2026

TRAINING - CLARK, HALLIN, PORTILLO, MORA ALOZANO

01-02-5605-00

TRAINING & CONFERENCES

4,698.48

4,698.48

open

Y

08/11/2026

4,698.48

Total Vendor cod - College of DuPage

4,698.48

4,698.48

Vendor Comcast3 - Comcast

317385 - AUG. 2

0000025631

Comcast

07/24/2026

PD DIGITAL ADAPTERS - 7/28-8/27/26

01-02-5668-00

JESPOSITO

COMMUNICATIONS

53.30

53.30

Open

Y

08/11/2026

53.30

Total Vendor Comcast3 - Comcast

53.30

53.30

Vendor hdsupply - Core & Main LP

Z414596

0000025614

Core & Main LP

07/23/2026

B BOXES AND MXUS FOR WATER METERS

03-12-6152-00

CWARD

WATER METERS

2,747.24

2,747.24

open

Y

08/11/2026

2,747.24

Z466845

0000025666

Core & Main LP

07/29/2026

ANNUAL SOFTWARE COVERAGE 5/2026-5/2027 JESPOSITO

03-12-6152-00

WATER METERS SOFTWARE

4,699.00

4,699.00

open

Y

08/11/2026

4,699.00

Total Vendor hdsupply - Core & Main LP

7,446.24

7,446.24

Vendor CURBAPPEAL - CURB APPEAL SERVICES INC

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
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Vendor CURBAPPEAL - CURB APPEAL SERVICES INC

9

0000025633	CURB APPEAL SERVICES INC HAYRIDES DEPOSIT 01-01-5780-01	06/17/2026 JESPOSITO PUMPKINS IN PARK		1,000.00 1,000.00	1,000.00	Open	Y 08/11/2026
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Total Vendor CURBAPPEAL - CURB APPEAL SERVICES INC

1,000.00	1,000.00
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Vendor homedep2 - Dept. 32 - 2153930338 Home Depot Credit Services

0338 - 6/19-7/2

0000025645	Dept. 32 - 2153930338 Home Depot Cr MONTHLY CHARGES - PW 03-12-6130-00 03-12-6190-00 01-04-6130-00 03-12-6190-00 01-04-6190-00 01-04-6190-00 01-04-6130-00 01-04-6130-00 01-04-6190-00 01-04-6130-00 01-04-6190-00 01-01-5780-00 01-04-6190-00 01-01-6130-00	07/20/2026 JESPOSITO SUPPLIES THERMOSTAT WMF BUCKETS AND PAINT PLUMBING PARTS PROPANE GAS CLIPS BUSHING GROUNDING ROD AND LIGHTS ROPE AND SURGE PROTECTOR MOUNTING TAPE THREADED ROD LIGHTS EVENTS GALVANIZED ROD LATE FEE/FIN. CHARGE		920.31 119.30 24.98 92.64 24.44 62.91 7.20 3.58 207.23 189.81 10.78 17.98 74.90 19.13 65.43	920.31	Open	Y 08/11/2026
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Total Vendor homedep2 - Dept. 32 - 2153930338 Home Depot Credit Services

920.31	920.31
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Vendor DPCVB - DuPage Cnv. & Visitors Bureau

2026-1782

0000025634	DuPage Cnv. & Visitors Bureau OBT WEB HOSTING 01-06-5620-00	07/01/2026 JESPOSITO WEB HOSTING		900.00 900.00	900.00	Open	Y 08/11/2026
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Total Vendor DPCVB - DuPage Cnv. & Visitors Bureau

900.00	900.00
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Vendor DWC - DuPage Water Commission

01-1700-00 - JU

0000025667	DuPage Water Commission PURCHASE OF WATER 10,409,000 GALLONS 03-12-5845-00	07/31/2026 CWARD DWC - PURCHASE OF WATER		61,309.01 61,309.01	61,309.01	Open	Y 08/11/2026
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INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number
Post Date

Vendor DWC - DuPage Water Commission

Total Vendor DWC - DuPage Water Commission

61,309.01

61,309.01

Vendor Fastsign - Fastsigns

65-68323

0000025635

Fastsigns

AMERICA 250TH CITY BANNERS

01-01-5781-00

06/24/2026

JESPOSITO

4TH OF JULY BANNERS

3,044.25

3,044.25

Open

Y

08/11/2026

3,044.25

68234

0000025636

Fastsigns

JULY 4TH PARADE BANNER W/MAGNETS

01-01-5781-00

06/10/2026

JESPOSITO

4TH OF JULY BANNER

176.00

176.00

Open

Y

08/11/2026

176.00

Total Vendor Fastsign - Fastsigns

3,220.25

3,220.25

Vendor Fedex - Federal Express

9-399-33125

0000025637

Federal Express

OVERNIGHT ENV. TO GOVPILOT FOR OVERDUE I JESPOSITO

01-02-6170-00

07/29/2026

POSTAGE

90.16

90.16

Open

Y

08/11/2026

90.16

Total Vendor Fedex - Federal Express

90.16

90.16

Vendor Hinsdale - Flagg Creek Water Reclamation District

8427 - JUN. 202

0000025642

Flagg Creek Water Reclamation Distr 07/28/2026

CH SEWER - 5/29-6/29/26

01-04-5758-00

JESPOSITO

UTILITIES

183.74

183.74

Open

Y

08/11/2026

183.74

8408 - JUNE. 20

0000025643

Flagg Creek Water Reclamation Distr 07/28/2026

WATER MAINT. FAC. SEWER - 5/29-6/29/26 JESPOSITO

03-12-5758-00

UTILITIES

27.27

27.27

Open

Y

08/11/2026

27.27

111731 - JUN. 2

0000025644

Flagg Creek Water Reclamation Distr 07/28/2026

PSB SEWER - 5/29-6/29/26

01-04-5758-00

JESPOSITO

UTILITIES

51.63

51.63

Open

Y

08/11/2026

51.63

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
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Vendor hinsdale - Flagg Creek Water Reclamation District

8467 - JUN. 202

0000025649

Flagg Creek Water Reclamation Distr 07/28/2026
PD SANITARY SERVICE CWARD
01-02-5758-00 UTILITIES

294.80

294.80

open

Y
08/11/2026

294.80

Total Vendor hinsdale - Flagg Creek Water Reclamation District

557.44

557.44

Vendor FNBO - FNBO

2791 - JULY 202

0000025668

FNBO
CC CHARGES - 6/18-7/17/26
01-01-5782-00

08/01/2026

JESPOSITO
DONATION TO FRIENDS OF VILLA PARK

35.76

35.76

open

Y
08/11/2026

35.76

8459 - JULY 202

0000025669

FNBO
CC CHARGES - 6/18-7/17/26

07/18/2026

JESPOSITO

1,374.01

1,374.01

open

N
08/11/2026

0705 - JULY 202

0000025670

FNBO
CC CHARGES - 6/18-7/17/26

07/18/2026

JESPOSITO

4,020.73

4,020.73

open

Y
08/11/2026

03-12-5605-00

HOTEL WARD AWWA CONFERENCE

2,781.63

03-12-5605-00

AWWA CONFERENCE WARD RENTAL CAR

533.80

03-12-5605-00

AWWA CONFERENCE WARD BAG CHECK AIRLINE

50.00

03-12-5605-00

AWWA CONFERENCE WARD BAG CHECK AIRLINE

50.00

03-12-5605-00

AWWA CONFERENCE TOLLS

25.10

01-01-5780-04

EVENT ICE

46.14

01-01-5780-04

EVENT ICE

23.07

01-01-5780-04

EVENT ICE

38.45

01-01-5780-04

EVENT ICE

46.14

03-12-5605-00

AWWA CONFERENCE PARKING

64.00

03-12-5605-00

AWWA CONFERENCE AIRPORT PARKING

208.00

01-02-5663-00

CAR#5 LICENSE PLATE RENEWAL

154.40

0955 - JULY 202

0000025671

FNBO
CC CHARGES - 6/18-7/17/26

07/18/2026

JESPOSITO

2,799.92

2,799.92

open

Y
08/11/2026

01-01-5651-01

BIRTHDAY GIFT CARDS

839.50

01-00-3661-01

FRIENDS OF VILLA PARK

1,000.00

01-01-5781-00

4TH OF JULY PARADE CANDY

527.53

01-01-5651-01

STAFF ANNIVERSARY LUNCH

111.13

01-01-5782-00

GOLF OUTING BASKET DONATION ITEM

25.79

01-01-5782-00

GOLF OUTING BASKET DONATION BAG

1.25

01-01-5651-01

LUNCH AND LEARN DESSERT

66.30

01-01-5651-01

LUNCH FOR EMPLOYEE LUNCH AND LEARN

228.42

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
Vendor FNBO - FNBO							
0770 - JULY 202							
0000025672	FNBO	07/18/2026		1,760.93	1,760.93	Open	Y
	CC CHARGES - 6/18-7/17/26	JESPOSITO					08/11/2026
	01-01-5781-00	4TH OF JULY PARADE CANDY		842.34			
	01-01-5781-00	PARADE SUPPLIES		7.50			
	01-01-5651-01	STAFF BIRTHDAY DESSERT		13.99			
	01-01-5651-01	STAFF BIRTHDAY LUNCH		148.85			
	01-01-5781-00	DRY CLEANING FOR BANNER		40.00			
	01-01-5781-00	4TH OF JULY SUPPLIES		79.24			
	01-01-5781-00	4TH OF JULY LATE NIGHT FOOD FOR PW		106.86			
	01-01-5781-00	4TH OF JULY PIZZA FOR STAFF		202.49			
	01-01-5781-00	4TH OF JULY SPONSOR TENT SUPPLIES		154.80			
	01-01-6130-00	COOLER & ICE PACKS		164.86			
6803 - JULY 202							
0000025673	FNBO	07/18/2026		1,726.19	1,726.19	Open	N
	CC CHARGES - 6/18-7/17/26	JESPOSITO					08/11/2026
9895 - JULY 202							
0000025674	FNBO	07/18/2026		241.79	241.79	Open	N
	CC CHARGES - 6/18-7/17/26	JESPOSITO					08/11/2026
Total Vendor FNBO - FNBO				11,959.33	11,959.33		
Vendor Foster - Foster & Foster Inc.							
42952							
0000025639	Foster & Foster Inc.	07/22/2026		1,630.00	1,630.00	Open	Y
	PREP OF INTERIM AMM GASB75 DISCLOSURE RP JESPOSITO						08/11/2026
	01-11-5600-00	PROFESSIONAL/TECHNICAL SERVICE		1,630.00			
Total Vendor Foster - Foster & Foster Inc.				1,630.00	1,630.00		
Vendor Fox3 - Fox Valley Fire & Safety							
IN00877524							
0000025641	Fox Valley Fire & Safety	07/30/2026		497.00	497.00	Open	Y
	SEMI-ANNUAL INSPECTION	JESPOSITO					08/11/2026
	01-02-5770-00	BUILDING MAINTENANCE		497.00			
Total Vendor Fox3 - Fox Valley Fire & Safety				497.00	497.00		
Vendor ESTACIO - JUSTIN ANTON ESTACIO							

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
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Vendor ESTACIO - JUSTIN ANTON ESTACIO

1S512 WAINWRIGHT

0000025640

JUSTIN ANTON ESTACIO

07/21/2026

150.00

150.00

open

Y

08/11/2026

RESIDENTIAL SECURITY SYSTEM REBATE PROGR JESPOSITO

01-01-5790-00

RESIDENTIAL SEC. SYS. REBATE

150.00

Total Vendor ESTACIO - JUSTIN ANTON ESTACIO

150.00

150.00

Vendor KLA - KLA Productions, Inc

2026052

0000025646

KLA Productions, Inc

08/14/2026

4,000.00

4,000.00

open

Y

08/11/2026

SUMMER CONCERT PRODUCTION

01-01-5780-04

JESPOSITO
CONCERTS IN THE PARK

4,000.00

2026053

0000025647

KLA Productions, Inc

08/21/2026

4,000.00

4,000.00

open

Y

08/11/2026

SUMMER CONCERT PRODUCTION

01-01-5780-04

JESPOSITO
CONCERTS IN THE PARK

4,000.00

Total Vendor KLA - KLA Productions, Inc

8,000.00

8,000.00

Vendor Minolta - Konica Minolta Business Soluti

9010954494

0000025650

Konica Minolta Business Soluti

07/25/2026

7.00

7.00

open

Y

08/11/2026

PS COPIER MAINTENANCE

01-04-5660-00

JESPOSITO
STREETS DEPT.

1.74

03-12-5660-00

WATER DEPT.

5.26

Total Vendor Minolta - Konica Minolta Business Soluti

7.00

7.00

Vendor KUBE - KUBETECH INC

5890

0000025648

KUBETECH INC

08/01/2026

12,483.00

12,483.00

open

Y

27-00082

MO. IT SERVICES - AUGUST 2026

01-01-5600-00

JESPOSITO
IT SERVICES

12,483.00

Total Vendor KUBE - KUBETECH INC

12,483.00

12,483.00

Vendor FIOTI - Law Offices of John L. Fioti

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
Vendor FIOTI - Law Offices of John L. Fiotti							
OBT 7-26 0000025638	Law Offices of John L. Fiotti CITY PROSECUTIONS - JULY 26 01-01-5672-00	07/31/2026 JESPOSITO		0.00	0.00	Void	N 0000002389 08/11/2026
		DUI Prosecution and Local Ordinances Pro		3,355.00			
OBT DUI 7-26 0000025662	Law Offices of John L. Fiotti DUI PROSECUTIONS - JULY 2026 01-01-5672-00	07/31/2026 JESPOSITO		1,485.00	1,485.00	Open	Y 27-00088 08/11/2026
		DUI PROSECUTION AND LOCAL ORDINANCES PRO		1,485.00			
OBT 7-26 0000025663	Law Offices of John L. Fiotti CITY PROSECUTIONS - JULY 2026 01-01-5672-00	07/31/2026 JESPOSITO		3,355.00	3,355.00	Open	Y 27-00088 08/11/2026
		DUI PROSECUTION AND LOCAL ORDINANCES PRO		3,355.00			
Total Vendor FIOTI - Law Offices of John L. Fiotti				4,840.00	4,840.00		
Vendor Ace Lomb - Lombard Ace Hardware							
266865 0000025618	Lombard Ace Hardware CARPET CLEANER 01-04-6130-00	07/23/2026 JESPOSITO		3.59	3.59	Open	Y 08/11/2026
		SUPPLIES		3.59			
Total Vendor Ace Lomb - Lombard Ace Hardware				3.59	3.59		
Vendor Magellan - Magellan Healthcare							
0031278197 0000025675	Magellan Healthcare EAP SERVICE MAY 2026-APR 2027 01-01-5651-00	04/07/2026 JESPOSITO		9,999.77	9,999.77	Open	Y 27-00089 08/11/2026
		EAP SERVICE MAY 2026-APR 2027		9,999.77			
Total Vendor Magellan - Magellan Healthcare				9,999.77	9,999.77		
Vendor MECO - MECO Consulting Group LLC							
1805 0000025677	MECO Consulting Group LLC COMMUNICATION SERVICES - JULY 2026 01-01-5668-00	08/05/2026 JESPOSITO		2,870.00	2,870.00	Open	Y 08/11/2026
		COMMUNICATIONS		2,870.00			
Total Vendor MECO - MECO Consulting Group LLC				2,870.00	2,870.00		

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due

Status

Posted PO Number

Post Date

Vendor MECO - MECO Consulting Group LLC

Vendor MTR - MED-TECH Resource LLC

160413								
0000025609	MED-TECH Resource LLC	07/23/2026		765.46	765.46	Open	Y	
	RESCUE THROW BAGS (12)	ALOZANO						08/11/2026
	01-02-6190-00	NON-CAPITAL EQUIPMENT		765.46				

Total Vendor MTR - MED-TECH Resource LLC

765.46 765.46

Vendor Midwest3 - Midwest Mechanical

112188985								
0000025617	Midwest Mechanical	07/31/2026		611.00	611.00	Open	Y	
	WATER MAINTENANCE FACILITY HVAC REPAIR CWARD							08/11/2026
	03-12-5770-00	BUILDING MAINTENANCE		611.00				

Total Vendor Midwest3 - Midwest Mechanical

611.00 611.00

Vendor Minute - Minuteman Press

128856								
0000025608	Minuteman Press	07/24/2026		1,056.35	1,056.35	Open	Y	
	NNO FLYERS	ALOZANO						08/11/2026
	01-02-5780-00	SPECIAL EVENTS		1,056.35				

Total Vendor Minute - Minuteman Press

1,056.35 1,056.35

Vendor ORANGE I - Orange Inspection Inc

MAY 2026								
0000025653	Orange Inspection Inc	06/01/2026		960.00	960.00	Open	Y	27-00064
	PLUMBING INSPECTIONS	JESPOSITO						08/11/2026
	01-03-5600-00	PLUMBING INSPECTIONS		960.00				
JULY 2026								
0000025654	Orange Inspection Inc	08/01/2026		1,295.00	1,295.00	Open	Y	
	PLUMBING INSPECTIONS	JESPOSITO						08/11/2026
	01-03-5600-00	PLUMBING INSPECTIONS		1,295.00				

Total Vendor ORANGE I - Orange Inspection Inc

2,255.00 2,255.00

Vendor Pitney-2 - Pitney Bowes Global Financial Svcs

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due Status

Posted PO Number
Post Date

Vendor Pitney-2 - Pitney Bowes Global Financial Svcs

3108004844

0000025656

Pitney Bowes Global Financial Svcs 07/30/2026

CH QTLY. LEASE - 5/30-8/29/26

JESPOSITO

447.45

447.45 Open

Y
08/11/2026

01-01-5655-00

ADMIN.

89.49

01-03-5655-00

COMM. DEV.

89.49

01-04-5655-00

STREETS

89.49

03-12-5655-00

WATER

89.49

01-11-5655-00

FINANCE

89.49

Total Vendor Pitney-2 - Pitney Bowes Global Financial Svcs

447.45

447.45

Vendor oherron - Ray O'Herron Co. Inc.

2492686

0000025665

Ray O'Herron Co. Inc.

08/04/2026

1,359.20

1,359.20 Open

Y
08/11/2026

AMMO

ALOZANO

01-02-6190-00

NON-CAPITAL EQUIPMENT

1,359.20

Total Vendor oherron - Ray O'Herron Co. Inc.

1,359.20

1,359.20

Vendor RAMELLO - RICHARD J. RAMELLO

95260

0000025658

RICHARD J. RAMELLO

07/01/2026

43,408.94

43,408.94 Open

Y 27-00081
08/11/2026

GENERAL LEGAL SERVICE

JESPOSITO

01-01-5671-00

GENERAL LEGAL SERVICE

40,472.94

01-01-5673-00

LITIGATION

2,936.00

Total Vendor RAMELLO - RICHARD J. RAMELLO

43,408.94

43,408.94

Vendor Gonzini - Robert J. Gonzini

08042026

0000025655

Robert J. Gonzini

08/04/2026

764.11

764.11 Open

Y 27-00063
08/11/2026

ELEC. & BLDG. INSPECTION SVCS. - 7/23-8/ JESPOSITO

01-03-5600-00

ELECTRICAL & BUILDING INSPECTION SERVICE

764.11

Total Vendor Gonzini - Robert J. Gonzini

764.11

764.11

Vendor RUNCO - Runco Office Supplies and Equipment Company

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
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Vendor RUNCO - Runco Office Supplies and Equipment Company

6193837-0

0000025657

Runco Office Supplies and Equipment	08/04/2026			143.97	143.97	open	Y
PD COPIER PAPER	JESPOSITO						
01-02-6120-00	OFFICE SUPPLIES			143.97			08/11/2026

Total Vendor RUNCO - Runco Office Supplies and Equipment Company

143.97	143.97
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Vendor TEXTME - TEXTME, INCORPORATED

040726

0000025613

TEXTME, INCORPORATED	07/30/2026			75.00	75.00	open	Y
RECORDS FOR SUBPOENA OTP26003396	ALOZANO						
01-02-5611-00	SUPPORT SERVICES			75.00			08/11/2026

Total Vendor TEXTME - TEXTME, INCORPORATED

75.00	75.00
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Vendor SPIN - THE SPIN OF IT, LLC

10405

0000025612

THE SPIN OF IT, LLC	07/29/2026			1,495.00	1,495.00	open	Y
NATIONAL NIGHT OUT	ALOZANO						
01-02-5780-00	SPECIAL EVENTS			1,495.00			08/11/2026

Total Vendor SPIN - THE SPIN OF IT, LLC

1,495.00	1,495.00
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Vendor ThermFlo - ThermFlo, Inc

T46859INV

0000025610

ThermFlo, Inc	07/23/2026			1,606.00	1,606.00	open	Y
GENERATOR MAINTENANCE PD	CWARD						
01-02-5770-00	BUILDING MAINTENANCE			1,606.00			08/11/2026

Total Vendor ThermFlo - ThermFlo, Inc

1,606.00	1,606.00
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Vendor trugreen - Trugreen

229237662

0000025659

Trugreen	07/22/2026			159.32	159.32	open	Y
PSB LAWN SERVICE - JUL. 2026	JESPOSITO						
01-04-5765-00	LAWN MAINT			159.32			08/11/2026

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #	Vendor Description GL Distribution	Invoice Date Entered By	Due Date	Invoice Amount	Amount Due	Status	Posted PO Number Post Date
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Vendor trugreen - Trugreen

229212183

0000025660

Trugreen	07/22/2026			151.34	151.34	Open	Y
KREML PARK TURF TREATMENT- JUL. 2026	JESPOSITO						08/11/2026
01-04-5765-00	LAWN MAINT			151.34			

Total Vendor trugreen - Trugreen

310.66	310.66
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Vendor UTC - United Talent Coordinators

081126

0000025661

United Talent Coordinators	08/14/2026			7,350.00	7,350.00	Open	Y
SUMMER CONCERT BANDS	JESPOSITO						08/11/2026
01-01-5780-04	KASHMIR 8/14/26			2,400.00			
01-01-5780-04	MINOR DAMAGE 8/14/26			700.00			
01-01-5780-04	STRAIGHT FROM THE HEART 8/21/26			2,750.00			
01-01-5780-04	POISON'D CRUE			1,500.00			

Total Vendor UTC - United Talent Coordinators

7,350.00	7,350.00
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Vendor westmech - Westside Mechanical, Inc.

5245443

0000025615

Westside Mechanical, Inc.	07/30/2026			1,851.53	1,851.53	Open	Y
PD ROOFTOP UNIT AC REPAIR	CWARD						08/11/2026
01-02-5770-00	BUILDING MAINTENANCE			1,851.53			

Total Vendor westmech - westside Mechanical, Inc.

1,851.53	1,851.53
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of Invoices: 69 # Due: 68

of Credit Memos: 1 # Due: 1

Net of Invoices and Credit Memos:

* 1 Net Invoices have Credits Totalling:

Totals:

Totals:

216,973.37	216,973.37
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(36.00)	(36.00)
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216,937.37	216,937.37
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(56.99)

--- TOTALS BY FUND ---

01 CORPORATE FUND

03 WATER FUND

09 CAPITAL IMPROVEMENTS FUND

137,175.86

73,369.52

3,050.00

137,175.86

73,369.52

3,050.00

--- TOTALS BY DEPT/ACTIVITY ---

08/06/2026 11:26 AM

INVOICE REGISTER FOR CITY OF OAKBROOK TERRACE

EXP CHECK RUN DATES 07/29/2026 - 08/11/2026

POSTED AND UNPOSTED

OPEN AND PAID

Invoice Number

Inv Ref #

Vendor

Description

GL Distribution

Invoice Date

Due Date

Entered By

Invoice Amount

Amount Due Status

Posted PO Number

Post Date

00

01 EXECUTIVE MANAGEMENT

02 PUBLIC SAFETY

03 BUILDING & ZONING

04 PUBLIC WORKS

06 TOURISM

10 POLICE COMMISSION

11 FINANCE

12 OPERATING

1,987.04

110,965.91

15,796.61

3,633.60

2,080.21

900.00

93.00

1,719.49

76,419.52

1,987.04

110,965.91

15,796.61

3,633.60

2,080.21

900.00

93.00

1,719.49

76,419.52

ORDINANCE NO. 26 - 66

AN ORDINANCE AMENDING SECTION 30.01 ENTITLED “RECORDS REQUEST; AVAILABILITY” OF CHAPTER 30 ENTITLED “GENERAL PROVISIONS” OF TITLE III ENTITLED “ADMINISTRATION” OF THE CODE OF OAKBROOK TERRACE, ILLINOIS

WHEREAS, the City of Oakbrook Terrace, Illinois (the “City”) is a home-rule unit of local government under Article VII, Section 6, of the 1970 Illinois Constitution and, except as limited by such section, it may exercise any power and perform any function pertaining to its government and affairs;

WHEREAS, Subsection (h) of Section 3 of the Freedom of Information Act, 5 ILCS 140/3(h), authorizes the City to promulgate rules and regulations in conformity with the provisions of Section 3 of the Freedom of Information Act pertaining to the availability of records and procedures to be followed, including:

- (i) the times and places where such records will be made available, and
- (ii) the persons from whom such records may be obtained;

WHEREAS, the City’s ordinances pertaining to Freedom of Information and the amendments thereto as set forth in this ordinance are established to implement the Freedom of Information Act, 5 ILCS 140/1 *et seq.*, to create a procedure by which the public may request and obtain public records and to support the policy of providing public access to the public records maintained by the City, while at the same time protecting the legitimate privacy interests and maintaining administrative efficiency;

WHEREAS, the corporate authorities of the City deem it to be in the best interests of the City and its residents to amend Chapter 30 entitled “General Provisions” of Title III entitled “Administration” of the Code of Oakbrook Terrace, Illinois, pertaining to the availability of records and procedures to be followed under the Freedom of Information Act, 5 ILCS 140/1 *et seq.*;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Oakbrook Terrace as follows:

Section 1: **Recitals.** The facts and statements contained in the preamble to this ordinance are found to be true and correct and are hereby adopted as part of this ordinance.

Section 2: **Amendment of Section 30.01.** Section 30.01 entitled “Records request; availability” of Chapter 30 entitled “General Provisions” of Title III entitled “Administration” of the Code of Oakbrook Terrace, Illinois, as amended, is hereby further amended to read as follows:

§ 30.01 - Records request; availability.

(A) Requests for inspection of, or copies of, public records maintained by the City, its departments, boards and committees shall be made in writing and addressed to the City's Freedom of Information Act Officer. The City, on its website, provides a form that can be used for requesting public records maintained by the City, its departments, boards and committees; however, use of the form is not required. If the request for public records is for a commercial purpose or if the requester is requesting a fee waiver, the request shall so specify.

(B) Requests for inspection of or copies of public records may be made by:

(1) Personal delivery to the City's Freedom of Information Act Officer at the City's offices located at 17W275 Butterfield Road Oakbrook Terrace, Illinois, during regular business hours;

(2) By United States mail or other ground delivery service addressed to the Freedom of Information Act Officer, 17W275 Butterfield Road Oakbrook Terrace, Illinois 60181;

(3) By fax at 630-617-0036 addressed to the Freedom of Information Act Officer;

(4) By electronic mail addressed to foia@oakbrookterrace.net; or

(5) By using the "[submit an electronic FOIA request](https://www.oakbrookterrace.net/executive-administration/page/freedom-information-act)" link on the City's website: <https://www.oakbrookterrace.net/executive-administration/page/freedom-information-act>;

(C) Requests for inspection of, or copies of, public records maintained by the City, its departments, boards and committees shall not be made to any officer or employee of the City other than the City's Freedom of Information Act Officer.

(D) Electronic requests for inspection of, or copies of, public records maintained by the City, its departments, boards and committees must appear in their entirety within the body of the electronic submission. As a cybersecurity measure, the City shall not be required to open electronically attached files or hyperlinks to view or access details of a public records request. If the City receives a public records request that would require it to open hyperlinks or attached files, it shall, within five (5) business days, notify the requester of the requirement that the entirety of an electronic request must appear within the body of the electronic submission.

(E) After the City's receipt of a written request specifying the public records requested, such records shall be made available within the time periods established in the Illinois Freedom of Information Act (the Act) (ILCS Ch. 65, Act 140, §§1, *et seq.*), except in those instances where, under the guidelines established by the Act, denial or an extension of time is invoked.

(F) Requests for inspection of, or copies of, public records maintained by the City, its departments, boards and committees shall be made during the City's normal business hours. Requests for inspection of, or copies of, public records maintained by the City, its departments, boards and committees received after the close of business for the day shall be considered to have been received on the following business day.

Section 3: **Severability.** If any section, subsection, subpart or provision of this ordinance, or the application thereof to any person or circumstances, is held invalid, the remainder of the provisions of this ordinance and the application of such to other persons or circumstances shall not be affected thereby.

Section 4: **Repealer.** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed to the extent of the conflict.

Section 5: **Effective Date.** This ordinance shall take effect on its passage, approval and publication in pamphlet form.

ADOPTED this 11th day of August 2026, pursuant to a roll call vote as follows:

AYES: _____
NAYS: _____
ABSENT: _____
ABSTENTION: _____

APPROVED by me this 11th day of August 2026.

Paul Esposito, Mayor of the
City of Oakbrook Terrace, DuPage County, Illinois

ATTESTED and filed in my office,
and published in pamphlet form
this 11th day of August 2026.

Michael Shadley, Clerk of the City of
Oakbrook Terrace, DuPage County, Illinois

ORDINANCE NO. 26 - 67

**AN ORDINANCE TO APPROVE AND AUTHORIZE THE WAIVER OF THE
BUILDING PERMIT FEE FOR THE OAKBROOK TERRACE PARK DISTRICT**

WHEREAS, the City of Oakbrook Terrace, Illinois (the “City”) is a home-rule unit of local government under Article VII, Section 6 of the 1970 Illinois Constitution and, except as limited by such section, it may exercise any power and perform any function pertaining to its government and affairs;

WHEREAS, the Oakbrook Terrace Park District, a governmental entity, is proposing to install a railing extension at the culvert bridge at Terrace View Park in the City;

WHEREAS, Section 154.11 of the Code of Oakbrook Terrace, Illinois, authorizes the City Council to approve a waiver of any or all fees for the benefit of any governmental entity, except for deposits made to reimburse the City for the costs of professional, architectural, planning, engineering and legal services and fees used to pay the City’s out-of-pocket costs, including, but not limited to, publication costs and fees for the services of a court reporter; and

WHEREAS, the corporate authorities of the City deem it necessary, desirable and in the best interests of the City to grant a waiver of the City’s building permit fee to the Oakbrook Terrace Park District for the installation of a railing extension at the culvert bridge at Terrace View Park in the City;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and the City Council of the City of Oakbrook Terrace, DuPage County, Illinois, as follows:

Section 1: The facts and statements contained in the preamble to this ordinance are found to be true and correct and are hereby adopted as part of this ordinance.

Section 2: It is hereby determined that it is advisable, necessary and in the public interest that the City, pursuant to Section 154.11 of the Code of Oakbrook Terrace, Illinois, grant the Oakbrook Terrace Park District a waiver of the City’s building permit fee for installation of a railing extension at the culvert bridge at Terrace View Park in the City.

Section 3: The Building and Zoning Administrator shall be and is hereby authorized and directed to accept and process the building permit application of the Oakbrook Terrace Park District for the installation of a railing extension at the culvert bridge at Terrace View Park in the City without the payment of a building permit fee otherwise required by the Code of Oakbrook Terrace, Illinois.

Section 4: All ordinances and resolutions, or parts thereof, in conflict with the provisions of this ordinance are, to the extent of such conflict, expressly repealed.

Section 5: This ordinance shall be in full force and effect upon its passage, approval and publication in accordance with law.

ADOPTED this 11th day of August 2026, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSENT: _____

ABSTENTION: _____

APPROVED by me this this 11th day of August 2026.

Paul Esposito, Mayor of the City of
Oakbrook Terrace, DuPage County, Illinois

ATTESTED and filed in my office,
this this 11th day of August 2026.

Michael Shadley, Clerk of the City of
Oakbrook Terrace, DuPage County, Illinois



YORK TOWNSHIP COMMUNITY MENTAL HEALTH BOARD



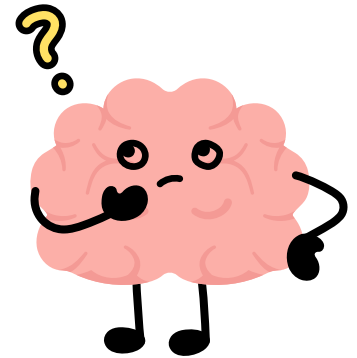
**YORK
TOWNSHIP
VOTED!**

On **NOVEMBER 26TH, 2024**, York Township residents **VOTED** for the referendum to form the **708 Community Mental Health Board** by **over 65%** of the vote.

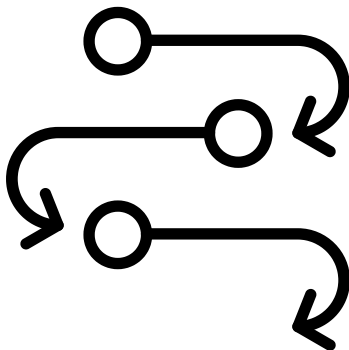
A **708 COMMUNITY MENTAL HEALTH BOARD**

is a behavioral health authority established by local municipalities, **townships**, or counties in Illinois under the state's Community Mental Health Act. They are **funded by local property taxes** to plan, coordinate, and **fund services for mental health, substance use, and developmental disabilities**.

WHAT IS A 708 COMMUNITY MENTAL HEALTH BOARD?



WHAT COMES NEXT?



COMMUNITY NEEDS ASSESSMENT

A community needs assessment is a systematic research process used to identify a community's strengths, resources, and service gaps.

Why is it conducted?

- Identify needs
- Map resources
- Drive action
- Increase community engagement



Help shape the future of our township with your valuable feedback!

Your input will help us understand your awareness of and experiences with the township that will shape how we align services to support residents and our mission.

<https://yorktwsp.com/supervisorhome/708-mental-health-board/>



York Township Community Mental Health Board
1502 S. Meyers Rd., Lombard, IL 60148 | (630) 620-2400

FOR IMMEDIATE RELEASE

York Township Community Mental Health Board to Begin Accepting Grant Applications for Mental Health, Developmental Disability, and Substance Use Services

Funding opportunity marks a significant milestone in expanding access to behavioral health services for York Township residents

YORK TOWNSHIP, ILL. (July 1, 2026) — The York Township Community Mental Health Board (708 Board) is pleased to announce that it will begin accepting grant applications from qualified organizations providing mental health services, substance use disorder treatment and recovery services, and programs supporting individuals with developmental disabilities beginning **July 1, 2026**.

Eligible nonprofit organizations and service providers serving York Township residents are encouraged to apply for funding to support programs that improve access to care, promote early intervention, strengthen community resources, and enhance the overall well-being of individuals and families throughout the township.

This funding opportunity represents a historic milestone following the overwhelming support of York Township voters, who approved the referendum establishing the 708 Community Mental Health Board by more than **65 percent** in the **November 26, 2024** election. Through this voter-approved investment, the Board is committed to creating a coordinated, community-driven system of care that addresses the evolving behavioral health needs of residents.

"Today marks the beginning of an exciting partnership with the organizations that serve our community every day," said **Michael Ledonne, President of the York Township Community Mental Health Board**. "We encourage providers of all sizes to apply and help us build a stronger, more connected network of services that ensures every resident has access to the mental health, developmental disability, and substance use resources they need to thrive. Together, we have an incredible opportunity to make a lasting impact on the health and well-being of York Township."

The York Township Community Mental Health Board was established under Illinois' Community Mental Health Act and is funded through a voter-approved property tax dedicated to supporting mental health, developmental disability, and substance use services for township residents. Rather than providing direct services, the Board identifies community needs, develops strategic funding priorities, and partners with qualified local agencies to expand access to high-quality care.

The Board encourages eligible service providers interested in applying for funding to review the application requirements and submission guidelines.

- All grant application agencies must be in business/in operation at least 3 years at the time of application.
- All funds requested must be used to directly benefit York Township residents
- Grants for expansion of services will be given higher consideration than those of startup or new services
- Grants will be given up to a maximum of \$50,000 per organization in 2026-2027. However, the YTCMHB has the discretion to award multiple grants to an organization based on funding availability and community needs.

Grant applications and additional information will be available starting July 1, 2026 at:

<https://yorktwsp.com/supervisor-home/708-mental-health-board/>

##

About the York Township Community Mental Health Board

The York Township Community Mental Health Board is a local governmental body established under Illinois' Community Mental Health Act to support mental health, developmental disability, and substance use services for York Township residents. Funded through a voter-approved property tax, the Board identifies community needs, develops strategic plans, and provides funding to qualified local agencies that deliver essential services. Through collaboration, responsible stewardship, and community engagement, the Board works to improve access to care, promote early intervention, and enhance the quality of life for individuals and families throughout York Township.

Media Contact

York Township Community Mental Health Board

Michelle Padula

Media Contact

Phone: (630) 721-7435

Email: michelle@sbemediaco.com

<https://yorktwsp.com/supervisor-home/708-mental-health-board/>

Short Announcements for Municipality Communication Channels:

OPTION 1 FOR NEWSLETTERS & OTHER ANNOUNCEMENTS:

York Township Community Mental Health Board Grant Opportunity

The York Township Community Mental Health Board is now accepting grant applications from qualified organizations providing mental health, substance use, and developmental disability services to York Township residents. This funding opportunity is part of the Board's mission to strengthen local services and improve access to care following the voter-approved establishment of the 708 Mental Health Board. Eligible service providers are encouraged to apply and partner in building a healthier, more connected community. Application information and submission guidelines are available at <https://yorktwsp.com/supervisor-home/708-mental-health-board/>

OPTION 2 FOR NEWSLETTERS & OTHER ANNOUNCEMENTS:

Investing in Mental Health for York Township

The York Township Community Mental Health Board is pleased to announce that grant applications are now open for organizations serving residents with mental health, substance use, and developmental disability needs. This initiative represents an important investment in expanding local services and supporting the well-being of individuals and families throughout our community. Qualified providers are encouraged to learn more and apply by visiting <https://yorktwsp.com/supervisor-home/708-mental-health-board/>

SOCIAL MEDIA:

Now Accepting Grant Applications!

The York Township Community Mental Health Board is seeking qualified organizations that provide mental health, substance use, and developmental disability services for York Township residents. Together, we're building a stronger network of care and investing in the health and well-being of our community. Learn more and apply today: <https://yorktwsp.com/supervisor-home/708-mental-health-board/>

#YorkTownship #MentalHealth #CommunityWellness #BehavioralHealth
#708MentalHealthBoard



Sikich CPA LLC
333 John Carlyle Street, Suite 500
Alexandria, VA 22314
Questions? (630) 566-8400

PAY YOUR BILL [ONLINE!](https://www.sikich.com/pay)

[WWW.SIKICH.COM/PAY](https://www.sikich.com/pay)

Bill-to	INVOICE	213469
ATTN: Accounts Payable	Account Number:	259345
City of Oakbrook Terrace	Purchase Order:	25036
17W275 Butterfield Road	Contract Number:	25036
Oakbrook Terrace, IL 60181	Invoice Date:	7/27/26

Payment Terms:	Net 60	Due Date:	9/25/26	Balance Due:	\$ 25,000.00
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Invoice for professional services and applicable fees as outlined in your Statement of Work.

Progress billing for the City's April 30, 2026 financial statement audit. All for services performed through July 31, 2026.

Period through 07/31/2026

Current (\$)

25,000.00

Sub Total 25,000.00

Sales Tax 0.00

Total 25,000.00

Payments 0.00

Credits 0.00

Discounts 0.00

Financial Charges 0.00

Grand Total \$25,000.00

Wire & ACH Information:

Routing/Transit: 071000288

SWIFT: HATRUS44

Account Name: Sikich CPA LLC

Account Number: 2102804

Send payment to:

PO Box 71177

Chicago, IL 60694-1177

Please be sure to include the invoice number with your payment.

To help us save trees, contact our billing department to set e-mail as your preferred delivery method.



Interdepartmental Memo

To: Mayor and City Council
Tanya Walker, City Administrator

From: Melissa Headley, AICP
Director of Community Development

Re: Chapter 119 Massage

Date: August 11, 2026

REQUEST:

Mayor and City Council to direct City Attorney to prepare an ordinance repealing Chapter 119 Massage.

BACKGROUND:

City Code Chapter 119 currently regulates massage-related businesses within the City. However, according to the City Attorney, the City does not have the legal authority to regulate these businesses. Under Illinois law, the licensing and regulation of massage therapists and physical therapists are the exclusive responsibility of the State. As a home rule municipality, the City may not regulate or license massage therapists.

In light of these legal restrictions, staff recommends that the City Council repeal Chapter 119, since the City lacks the authority to regulate or license these types of businesses.

Attachments: Chapter 119 Massage

CHAPTER 119: MASSAGE

§ 119.01 Definitions.

For the purposes of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

DAY SPA. A business establishment offering services, including, but not limited to, facial and/or full body massage, beautician services, manicures, pedicures, body wraps, body waxing, aroma therapy and skin care treatments, provided that an establishment which offers or provides massages only in the form of facial massages shall not be included within this definition.

EMPLOYEE. Any person, including any massage therapist, who works in or renders any service in connection with the operation of a massage establishment, and receives any compensation from the operator of the establishment or its patrons; provided, however, that this definition shall not include persons delivering goods, materials, food and beverages, or performing maintenance or repairs to the establishment.

INDIVIDUAL. A natural person as distinguished from a legal entity.

LICENSED PREMISES. A massage establishment that has been issued a massage establishment license by the city pursuant to the terms of this chapter.

MASSAGE OR MASSAGE THERAPY. A system of structured palpation or movement of the soft tissue of the body, which may include, but is not limited to, techniques such as effleurage or stroking and gliding, petrissage or kneading, tapotement or percussion, friction, vibration, compression, and stretching activities as they pertain to massage therapy, with or without the aid of lubricants, salt or herbal preparations, hydromassage, thermal massage, or a massage device that mimics or enhances the actions possible by human hands, all designed to enhance the general health or well-being of the mind and body of the recipient. MASSAGE does not include the diagnosis of a specific pathology or those acts of physical therapy or therapeutic or corrective measures that are outside the scope of massage therapy practice as defined herein.

MASSAGE ESTABLISHMENT. Unless specifically exempted in § 119.03 of this chapter, any place of business that is operated by any person that has a source of income or compensation derived from the practice of massage or massage therapy, and that has a fixed place of business where any person engages in or carries on any practice of massage or massage therapy.

MASSAGE THERAPIST. Any individual who is licensed by the Illinois Department of Professional Regulation and administers massage for compensation.

MEDICAL CARE INSTITUTION. Any facility or institution that is licensed to provide health care services to individuals, including, but not limited to, hospitals, skilled nursing facilities, medical clinics, rehabilitation agencies and public-health agencies.

NUDE OR STATE OF NUDITY. A state of dress or undress that exposes to view:

- (1) Less than completely and opaquely covered human sexual or genital areas; or
- (2) Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

PATRON. Any individual, other than an employee of a massage establishment, who is present in or at any massage establishment at any time when such massage establishment is open for business; provided, however, that this definition shall not include persons delivering goods, materials, food and beverages, or performing maintenance or repairs to the establishment.

PERSON. Any individual, corporation, sole proprietorship, joint venture, association, firm, partnership, limited liability company, or other legal entity or combination of individuals authorized to conduct business in the State of Illinois.

PRACTICE OF MASSAGE ON AN OUTCALL BASIS. Offering massage therapy services at a location designated by the customer or patron rather than at a massage establishment.

REVIEWING AGENCIES. The Police Department, the Community Development Department, the applicable fire district, and their respective designees.

SEXUAL OR GENITAL AREA. Human genitals, pubic region, buttocks, anus, perineum, or female breast below a point immediately above the top of the areola, or any portion thereof.

SPECIFIED CRIMINAL ACT. Any unlawful lewd, indecent or immoral conduct, specifically including, but not limited to,, any of the lewd, indecent, or immoral criminal acts specified in the Illinois Criminal Code or this code, as amended from time to time, and specifically including any offense classified as a sex offense or criminal sexual abuse, any unlawful drug and related offenses, gambling or use of force or violence upon the person of another that constitutes a felony under the Illinois Criminal Code, any offense against public morals, as set forth in Chapter 133, any drug or related offense or gambling offense as provided in Chapters 134, 136, and 156, and any offense causing bodily harm as provided in Chapter 139.

SPECIFIED SEXUAL ACTIVITIES. Any of the following actions whether or not performed for money or other consideration:

- (1) Fondling or other erotic touching of human sexual or genital areas;
- (2) Sexual acts, including, but not limited to, intercourse, oral copulation, or sodomy;
- (3) Masturbation, actual or simulated;
- (4) Human genitals in a state of sexual stimulation, arousal or tumescence; or
- (5) Excretory functions as part of or in connection with any of the activities set forth in the other subparagraphs of this definition.

TRANSFER OF OWNERSHIP OR CONTROL. With respect to a massage establishment, any of the following:

- (1) The sale, lease or sublease of the business of such establishment;
- (2) The transfer of securities that constitute a controlling interest in the business of such establishment, whether by sale, exchange or other similar means;
- (3) The establishment of a trust, gift or other similar legal device that transfers the ownership or control of the business of such establishment; or
- (4) The acquisition of an ownership interest in the business of such establishment of 10% or more, by any person who was not previously listed as an applicant pursuant to § 119.04.

(Ord. 09-44, passed 2-23-10; Am. Ord. 22-24, passed 8-23-22)

§ 119.02 License required.

- (A) Unless exempted pursuant to § 119.03, no person shall engage in the business of operating a massage establishment within the city without a valid and current massage establishment license, issued by the city pursuant to the terms of this chapter, for each and every office or place of business conducted by such person in the city.
- (B) No massage establishment shall employ, allow, permit or suffer any individual to perform massage or engage in the practice of massage therapy unless that individual holds a valid and current Illinois license for the

practice of massage therapy, or has provided written documentation from the State of Illinois that such a license is not required for such individual.

- (C) Unless exempted pursuant to § 119.03, no individual shall practice massage or engage in the practice of massage therapy in any establishment that is not a licensed massage establishment pursuant to the terms of this chapter.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.03 Exemptions.

The following establishments shall not be considered massage establishments and shall not be subject to the requirements of this chapter:

- (A) Medical care institution, as defined in § 119.01;
- (B) Groups of qualified professionals, including chiroprodists, osteopaths, chiropractors, registered nurses, practical nurses, occupational therapists, cosmeticians and estheticians, in a manner consistent with their training and the code of ethics of their respective professions, if the individuals engaged in the practice of massage therapy in such groups are licensed, registered or certified to practice in their respective professions in the State of Illinois;
- (C) Any religious organization, or any park district, school district or other unit of local government if the individuals engaged in the practice of massage therapy are licensed to do so by the State of Illinois;
- (D) Private or public schools, colleges or universities, or any athletic team regularly organized and engaging in competition, who employ athletic trainers;
- (E) Schools or programs licensed by the State of Illinois or accredited by a national accrediting association in medicine, osteopathy, or any of the professional groups identified in division (B);
- (F) Barber shops, beauty salons or other businesses engaged in cosmetology or aesthetics, including day spas as defined in this chapter, and employing individuals who practice under a valid license or certificate of registration issued by the State of Illinois as a barber or cosmetologist; provided that this exemption shall permit only normal and customary barber or cosmetologist services involving incidental physical contact, which would otherwise qualify as massage therapy, such as scalp rubs and facials. If such a barber shop, beauty salon or other business engaged in cosmetology or aesthetics, including days spas, also provides massage therapy beyond that which would be authorized by the professional state license or certification issued to an individual as a barber or cosmetologist, the individuals providing massage therapy shall be required to have a valid and current Illinois license for the practice of massage therapy, and the establishment shall be required to hold a license for a massage establishment pursuant to this chapter.

(Ord. 09-44, passed 2-23-10)

§ 119.04 Application for massage establishment license.

- (A) Application for a massage establishment license shall be made in writing on a form provided by the City Clerk or a designee. In addition to the requirements stated in the definition of "massage establishment" in § 119.01, each application shall contain all the following information concerning the business to be operated as a massage establishment:

- (1) The name and address of the proposed massage establishment;

-
- (2) Whether the property on which the massage establishment will be located is owned or leased; if owned, the name and address of the record title holder, and if leased, the term of the lease, the name and address of the landlord and a copy of the lease;
 - (3) The name and address of any business operated by the applicant for three years immediately preceding the date of application, including any massage establishment or similar business, whether such business previously operated in the city or in another city or state;
 - (4) The names of each governmental entity to which, within five years immediately prior to the date of application, the applicant or any person identified in the application, has applied for, received or been denied a license or other authorization to conduct and operate a business, or has had a license or other authorization to conduct such a business suspended or revoked, and the name and addresses of any such business, if such business:
 - (a) Was substantially the same as a massage establishment;
 - (b) Required a federal, state or local liquor license; or
 - (c) Required a federal, state or local gaming license.
 - (5) The name, address and telephone number of each massage therapist who is or will be employed in the establishment, including all other names by which any such massage therapist has been known, including aliases and nicknames;
 - (6) The name, address and qualifications of the person who will be responsible to manage the massage establishment;
 - (7) The exact nature of the massage therapy to be administered, by kind, type, method or art, including supplementary aids and/or substances to be used or applied, and a detailed description of any other service or services to be provided;
 - (8) A description of any other businesses to be operated on the same premises as the massage establishment, or on adjoining premises owned or controlled by the applicant;
 - (9) A diagram showing the internal and external configuration of the licensed premises, including all doors, windows, entrances, exits, fixed structural internal features, interior rooms, walls, partitions, and restrooms. A professionally prepared diagram in the nature of an engineer's or architect's blueprint shall not be required; provided, however, that each diagram shall be oriented to the north or to some designated street or object and shall be drawn to a designated scale, or with marked dimensions to an accuracy of plus or minus six inches, and shall be sufficient to show clearly the various interior dimensions of all areas of the licensed premises and to demonstrate compliance with the provisions of this chapter. The requirements of this paragraph shall not apply for renewal applications if the licensee adopts a diagram that was previously submitted for the license sought to be renewed, and if the licensee certifies that the licensed premises has not been altered since the immediately preceding issuance of the license and that the previous diagram continues to accurately depict the exterior and interior layouts of the licensed premises. The approval or use of the diagram required pursuant to this paragraph shall not be deemed to be, and shall not be interpreted or construed to constitute any other approval required pursuant to applicable city ordinances and regulations;
 - (10) A statement that the applicant authorizes the city, its agents and employees to seek information and conduct an investigation into the truth of the statements set forth in the application and the qualifications of the applicant for the license, and that the applicant further agrees that, if a license is issued, all facilities in connection with the massage establishment shall be subject to inspection and approval by the reviewing agencies, and that such facilities shall comply in all respects with all applicable codes and ordinances of the city and such reviewing agencies;

-
- (11) A written declaration, dated and signed by the applicant under penalty of perjury, that all information contained in the application is true and correct;
 - (12) A written and sworn declaration that the applicant has read this chapter and all provisions of the city's zoning code applicable to massage establishments, that the applicant is familiar with their terms and conditions, and that the licensed premises, the proposed massage establishment, and its proposed operation and employees are and shall be in compliance therewith; and
 - (13) Such other identification or information as may be necessary to determine the truth of the information concerning the applicant or the massage establishment.
- (B) The following information shall be furnished for the individual making the application, and as follows:
- (1) For a corporation, for each director, officer, and manager, and every individual or person owning or controlling more than 10% of the voting shares;
 - (2) For a partnership (general or limited), joint venture, association, firm, limited liability corporation, or any other legal entity or combination of individuals authorized to do business in the State of Illinois, for each officer, manager, partner, including each limited partner, or each other individual or person entitled to share in more than 10% of the profits of the organization, whether or not any such person is also obligated to share in the liabilities of the organization:
 - (a) Name, address and telephone number, and the percentage of voting shares and/or profits, if applicable;
 - (b) The business, occupation or employment of the individual for the three years immediately preceding the date of the application;
 - (c) Two previous addresses immediately prior to the individual's present address;
 - (d) Proof that the individual is at least 18 years of age;
 - (e) Height, weight, color of eyes and hair, and sex;
 - (f) Copy of some form of official identification issued by a governmental entity, such as a driver's license;
 - (g) For the named applicant only, the names, current addresses and written statements of at least three bona fide permanent residents of the United States that such individual is of good moral character; provided that if possible, such statements should be first furnished from residents of the city, then of DuPage County, then of the State of Illinois, and lastly from the remainder of the United States; and further provided that such statements shall not be from relatives or business associates of the applicant;
 - (h) One front-face portrait photograph, which must have been taken within 30 days prior to the date of the application, and must be at least two inches by two inches;
 - (i) A complete set of fingerprints which shall be taken by the Chief of Police or a designee;
 - (j) A statement of all criminal convictions other than misdemeanor traffic violations, including all specified criminal acts, as defined herein, and including the dates of convictions, nature of the crimes and place convicted;
 - (k) All other names used by and by which the individual is known, including aliases and nicknames; and
 - (1) Such other identification or information as may be necessary to determine the truth of the information concerning the individual.

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- (C) Upon completion of the application form and the furnishing of a \$500 non-refundable annual license fee, the City Clerk or a designee shall either accept the application and shall, within five working days, refer copies thereof to the reviewing agencies for their investigation, or the City Clerk or a designee shall, within five working days, return any application deemed to be incomplete, with a written explanation of the additional information needed. Any application for a massage establishment license that does not include all of the information, documents and fees required by this section, shall be deemed to be incomplete and shall not be processed or acted upon by the city. Once the City Clerk or a designee has received a complete application and has referred copies thereof to the reviewing agencies, such agencies shall, within 45 days, inspect the premises proposed to be operated as a massage establishment, and investigate the individuals identified pursuant to divisions (A) and (B). The applicant for a massage establishment license shall fully cooperate in the inspections and investigations conducted by the reviewing departments. The applicant's failure or refusal to:
- (1) Give any information reasonably relevant to the investigation of any individual identified pursuant to divisions (A) and (B);
 - (2) Allow the premises to be inspected;
 - (3) Appear at any reasonable time and place for examination under oath regarding the application; or
 - (4) Otherwise cooperate with the required investigation and inspection, shall constitute an admission by the applicant that the applicant is ineligible for a massage establishment license and shall be grounds for denial of the requested license.

(Ord. 09-44, passed 2-23-10)

§ 119.05 Issuance or denial of a license.

- (A) Following the inspection and investigation of each reviewing agency, but in any event within 30 days from the receipt of any application for a massage establishment from the City Clerk or a designee, each such agency shall provide written findings to the City Clerk or a designee concerning whether the premises and the individuals identified in divisions (A) and (B) of § 119.04 are in compliance with all of the codes, ordinances and regulations of the city that each such agency is responsible to administer. It shall be the responsibility of the applicant to secure any necessary approvals from such reviewing agencies.
- (B) The City Clerk or a designee shall issue a massage establishment license to the applicant if, based on the findings of the reviewing agencies, all the requirements for the license have been met. If, based on the agencies' findings, all requirements for the license have not been met, the City Clerk or a designee shall deny a massage establishment license to the applicant in writing; provided, however, that no license shall be issued whenever:
- (1) The correct license fee has not been tendered or, in the case of a check or bank draft, has not been honored with payment upon presentation;
 - (2) The operation of the massage establishment, as proposed by the applicant, would not, if permitted, comply with all applicable laws, including, but not limited to, the city's building and zoning laws;
 - (3) Any individual identified in divisions (A) and (B) of § 119.04 has been convicted of any specified criminal act, as defined herein, or has been convicted of an offense outside the State of Illinois that would have constituted any such specified criminal act if committed within the State of Illinois; provided that, upon the recommendation by the Chief of Police or a designee, the City Clerk or a designee shall issue a license to an individual identified in division (B) has been convicted of any specified criminal act, but the Chief finds that such conviction occurred at least five years prior to the date of application, and the individual has had no subsequent convictions for such offenses;

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- (4) Any individual identified in divisions (A) and (B) of § 119.04 does not otherwise comply with the requirements of this chapter and any other applicable laws, codes, ordinances, rules, and regulations of the city, county or State of Illinois;
 - (5) The applicant has knowingly made any false, misleading or fraudulent statement of fact in the application or in any document required by the city in conjunction therewith;
 - (6) Any individual identified in divisions (A) and (B) of § 119.04 has been denied a license for any business proposed to be operated as a massage establishment or similar business by the city or any other governmental entity, or has been denied a massage therapist license by the State of Illinois, or has had any such license revoked within the 12 months immediately preceding the application filed under this chapter, or is under suspension at the time of the application hereunder;
- (C) The action taken by the City Clerk or a designee to issue or deny a massage establishment license shall be final and shall be subject to judicial review.
- (D) Any person who is granted a license under the provisions of this section shall notify the City Clerk or a designee in writing of any change in any of the information required to be furnished as part of the application within ten days after such change occurs, including any change in the individual designated as the manager of the massage establishment premises or any massage therapist who is or will be employed on such premises, and shall provide the information required for such individuals in division (B) of § 119.04. Any new manager or massage therapist must comply with all requirements of this chapter and state law. Failure to provide such notice shall be deemed a violation of this chapter.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.06 Location of massage establishments.

All massage establishments must be located within the areas defined under the city's zoning map as B-2, B-3 or B-5 zoning districts. No massage establishment shall be allowed in districts zoned as residential and, except for day spas, no massage establishment shall be located within 300 feet of any property zoned or, used as residential.

(Ord. 09-44, passed 2-23-10; Am. Ord. 13-1, passed 1-8-13)

Cross reference(s)—Penalty, see § 119.99

§ 119.07 Register of employees.

Each massage establishment licensee shall maintain a register of all persons employed at any time as massage therapists. Such register shall be available at the licensed premises to representatives of the Police Department during regular business hours.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.08 Other standards for facilities and operations.

Each massage establishment shall comply with the following standards for its facilities and operations:

- (A) Construction of rooms used for toilets, tubs, steam baths and showers shall be made waterproof with approved waterproof materials and shall be installed in accordance with the building codes of the city;

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- (B) All massage tables, bathtubs, shower stalls, steam or bath areas and floors shall have surfaces that can be readily disinfected;
 - (C) Adequate bathing, dressing and locker facilities shall be provided for the patrons to be served at any given time. In the event that male and female patrons are to be served simultaneously, separate bathing, dressing, locker and massage room facilities shall be provided for each;
 - (D) The premises shall have adequate equipment for disinfecting and sterilizing non- disposable instruments and materials used in administering massages. Such non-disposable instruments and materials shall be disinfected after each use;
 - (E) Closed cabinets shall be provided and used for the storage of clean linen, towels and other materials used in connection with administering massages. All soiled linens, towels and other materials shall be kept in properly covered containers or cabinets, which containers or cabinets shall be kept separate from the clean storage areas;
 - (F) Toilet facilities shall be provided in convenient locations. When employees and patrons of different sexes are on the premises at the same time, a separate toilet facility shall be provided for each. A single water closet per sex shall be provided for each 20 or more employees or patrons of a single sex on the premises at any one time. Urinals may be substituted for water closets after one water closet has been provided. Toilets shall be designated as to the sex accommodated therein;
 - (G) Lavatories or washbasins provided with both hot and cold running water shall be installed in either the toilet room or a vestibule. Lavatories or washbasins shall be provided with soap or a soap dispenser and with sanitary towels;
 - (H) All electrical equipment shall be installed in accordance with the requirements of applicable city ordinances;
 - (I) Every portion of a massage establishment, including appliances and apparatus, shall be kept clean and operated in a sanitary condition;
 - (J) Price rates for all services shall be prominently posted in the reception area in a location available to all prospective customers;
 - (K) Massage therapists and all employees shall be clean and wear clean, nontransparent outer garments, covering the sexual and genital areas, and the use of such garments shall be restricted to the massage establishment. A separate dressing room for each sex must be available on the premises with individual lockers for each employee. Doors to such dressing rooms shall open inward and shall be self-closing;
 - (L) All massage establishments shall be provided with clean, laundered sheets and towels in sufficient quantity and shall be laundered after each use thereof and stored in a sanitary manner;
 - (M) No person shall sell, give, dispense, provide, or keep or cause to be sold, given, dispensed, provided or kept, any alcoholic beverage on the premises of any massage business;
 - (N) No massage establishment shall be kept open for any purpose between the hours of 10:00 p.m. and 8:00 a.m.;
 - (O) No person shall operate any adult use, as defined in the city's zoning code, on any premises licensed as a massage establishment;
 - (P) Each massage establishment shall, at all times, display its license in a prominent location within the main customer area of the premises;
 - (Q) At all times during the hours of operation of any massage establishment, there shall be a manager identified in the application on the premises, which manager shall be not less than 18 years of age.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.09 Inspection required.

The reviewing agencies may, from time to time, make inspections of each massage establishment for the purposes of determining that such establishment is in full compliance with the provisions of this chapter and the codes and ordinances of the city. It shall be unlawful for any licensee to fail to allow such an agency access to the premises or to hinder such an inspection in any manner.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.10 Unlawful acts.

- (A) It shall be unlawful for any person in a massage establishment to place his or her hand or hands upon, to touch with any part of his or her body, to fondle in any manner, or to massage the sexual or genital areas of any other person.
- (B) It shall be unlawful for any person in a massage establishment to expose his or her sexual or genital areas to any other person. It shall also be unlawful for any person in a massage establishment to expose the sexual or genital areas of any other person.
- (C) It shall be unlawful for any person, while in the presence of any other person in a massage establishment, to fail to conceal the sexual or genital areas of his or her body with a fully opaque covering.
- (D) It shall be unlawful for any massage therapist or other employee of a massage establishment, while on or about the licensed premises, to engage in any specified sexual activities, as defined herein.
- (E) It shall be unlawful for any person owning, operating or managing a massage establishment, knowingly to cause, allow or permit, in or about such massage establishment, any agent, employee or any other person under his or her control or supervision to perform such acts as are prohibited in divisions (A) through (D).
- (F) It shall be unlawful for any person under the age of 18 years to be allowed on the premises of any massage establishment other than a day spa, as a massage therapist, employee, or patron, unless such person is on the premises on lawful business; provided that in a day spa, a person under the age of 18 years may be employed in any capacity other than as a massage therapist, and may be on the premises as a patron; and further provided that no massage shall be given to any person under the age of 18 years without the express written permission of a parent or adult guardian.
- (G) It shall be unlawful to permit any animal at any time in any massage establishment, except for dogs trained to assist the disabled.
- (H) It shall be unlawful for any massage establishment to permit a massage therapist employed by such establishment to engage in the practice of massage on an outcall basis as defined in § 119.01; provided, however, that the restrictions on outcall massage shall not apply to such a massage therapist engaged in the practice of massage, as defined herein, upon a customer or client who, because of reasons of physical defects or incapacities or due to illness, is physically unable to travel to the massage establishment, or if the massage is done at the written direction of a licensed physician, physician's assistant, surgeon, chiroprapist, osteopath, chiropractor, or registered physical therapist, in which case the massage therapist shall keep a record of the date and hour of each treatment, the name and address of the customer or client, the name of the massage therapist administering such treatment and the type of treatment administered, as well as the

nature of the physical defect, incapacity or illness of the client or customer or a copy of the written direction given by the licensed physician, physician's assistant, surgeon, chiropodist, osteopath, chiropractor or registered physical therapist. Such records shall be open to inspection by the reviewing agencies charged with the enforcement of public health laws, the ordinances of the city and the laws of the State of Illinois. The information furnished or secured as a result of any such inspection shall be confidential and it shall be unlawful for any city officer or official to disclose same. Any violation of these provisions shall be deemed grounds for revocation of the permit granted hereunder.

- (I) It shall be unlawful for any massage to be carried on within any cubicle, room, booth, or any area within a massage establishment that is fitted with a door capable of being locked. All doors or doorway coverings within a massage establishment shall have an unobstructed opening that is six inches by six inches in size and is capable of providing clear two-way viewing into and out of all cubicles, rooms, or booths. The opening shall be not less than four and one-half feet nor more than five and one-half feet from the floor. Toilets and cubicles used solely for the application of liquid and vapor baths shall have no such opening in the covering door or curtain, but shall be clearly marked as to such purpose on the exterior door or curtain of the cubicle, room or booth. Nothing contained herein shall be construed to eliminate other requirements of any law, ordinance, rule or regulation of the city, county or State of Illinois concerning the maintenance of premises licensed as a massage establishment, or to preclude any authorized inspection thereof, whenever such inspection is deemed necessary by the city or the reviewing departments.
- (J) It shall be unlawful for any massage establishment to keep or allow the operation of any video, pinball, slot, bagatelle, pigeon-hole, pool, or any other games, machines, tables, or other implements that constitute unlawful gambling on the licensed premises.
- (K) It shall be unlawful for any massage establishment to operate in the city except in full compliance with the provisions of this chapter, the city's building and zoning codes and all other applicable codes, ordinances, rules and regulations of the city, county or State of Illinois.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.11 Transfer of license.

A transfer in the ownership or control of a massage establishment shall constitute a change in the massage establishment licensee, and the existing massage establishment license shall be deemed surrendered and extinguished. A new application for a massage establishment license must be filed with the City Clerk or a designee, and the new applicant or any new owner must be qualified and pay the necessary license fee for the issuance of a new massage establishment license prior to any such transfer taking effect. Any transfer of the ownership and control of a massage establishment in violation of this paragraph shall constitute operation of the massage establishment business without a license.

(Ord. 09-44, passed 2-23-10)

Cross reference(s)—Penalty, see § 119.99

§ 119.12 Existing businesses.

The provisions of this chapter shall apply to existing businesses operating as massage establishments which require a license pursuant to the provisions of this chapter. On or before June 1, 2003, any existing massage establishment licenses or any existing massage establishment for which a license is required shall file with the City Clerk or a designee an application as provided in §119.04, which application shall be processed as provided therein, and the applicant shall be required to comply with all provisions of this chapter, state law or other

applicable regulations, except for the requirement that it not be located within 300 feet of any property zoned or used as residential. It shall be the responsibility of the applicant to notify each person employed in the massage establishment of the requirements of this chapter, including the requirement for massage therapists set forth in § 119.04(A)(5). No person who currently operates a massage establishment, whether licensed or not, shall continue to operate such massage establishment after June 1, 2003 unless such person has been issued the appropriate license and otherwise complies with each and every provision of this chapter except for the requirement that it not be located within 300 feet of any property zoned or used as residential.

(Ord. 09-44, passed 2-23-10)

§ 119.99 Penalty.

- (A) Any person who violates any provision of this chapter for which another penalty is not specifically provided shall, upon conviction, be subject to the general penalties provided for in § 110.99(A) of this title.
- (B) Every act or omission, of whatsoever nature, that constitutes a violation of any of the provisions of this chapter, by any officer, director, manager, employee, massage therapist, or other agent of any massage establishment licensee, shall be deemed and held to be the act of such licensee, and such licensee shall be punishable in the same manner as if the act or omission had been committed or omitted by the licensee personally. Accordingly, any such act or omission by any such persons that constitutes a violation of the provisions of this chapter, shall, for purposes of determining whether the licensee's massage establishment license should be revoked, suspended or renewed, be deemed to be the act or omission of the licensee.
- (C) The city may suspend a license for a period not to exceed 30 days, if it is determined that the licensee, or any employee of a licensee, has violated or is not in compliance with this chapter, the city's building and zoning codes, or other codes and ordinance or regulations of the city, county or the State of Illinois. In addition, the Mayor or a designee may order the immediate suspension of all massage activities at any massage establishment pending a hearing hereunder, if the administrator determines that there is an immediate danger to the public health, safety or welfare, or if the license had been suspended within the previous 48 months. The Mayor or a designee may also condition any requested continuance of the hearing hereunder upon temporary suspension of the business of the massage establishment.
- (D) The city may suspend or revoke a license if it is determined that:
 - (1) A licensee violates or is not in compliance with this chapter, the city's building and zoning codes, or other codes and ordinances or regulations of the city, county or State of Illinois;
 - (2) A licensee gave false or misleading information in the material submitted to the city during the application process;
 - (3) A licensee knowingly allows any specified criminal act or any specified sexual activity, as defined herein, or knowingly solicits any such act on the licensed premises or in the presence of any patron;
 - (4) A licensee knowingly conducts massage activities in the city during a period of time;
 - (5) An individual or individuals on the licensed premises commits and is convicted of any specified criminal act, as defined herein, which substantially occurred in or about such licensed premises, and the individual or individuals convicted were either employees of the licensee or were under the supervision or control of the licensee at the time the offense(s) was committed. The fact that a conviction is being appealed shall have no effect on the revocation of the license;
 - (6) A licensee is delinquent in payment to the city for ad valorem taxes, water charges or sales taxes related to the massage establishment; or

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- (7) A licensee authorizes, approves, or, as a result of the licensee's negligent failure to supervise the licensed premises, allows an employee, patron or any other person to violate any of the provisions or requirements of this chapter or the provisions or requirements of the license issued pursuant hereto.
- (E) When the city revokes a license, the revocation shall continue for one year and the licensee shall not be issued a license for one year from the date revocation became effective. If, subsequent to revocation, the city finds that the basis for the revocation has been corrected or abated, an applicant may be granted a license, if at least 90 days have elapsed since the date the period of revocation was completed.
- (F) If the city Mayor shall notify the licensee in writing that its license will be suspended or revoked, setting forth the reasons therefor, and advising the licensee of his or her right to a hearing. Unless a hearing is requested, the notice shall become final and effective on the eleventh business day following receipt of the notice by the licensee. Any hearing shall be conducted by the Mayor or a designee. The purpose of the hearing will be to offer the licensee an opportunity to show cause why the license should not be suspended or revoked. A record shall be made of the public hearing, by electronic recording or otherwise as determined by the Mayor or a designee, and documents may be submitted and/or testimony given, either in person or through sworn affidavit. The Mayor or a designee shall have the power to administer oaths and to continue the hearing from time to time to permit the licensee to provide additional information. Within 28 days of the close of the hearing, the Mayor or a designee shall, render a decision containing written findings of fact and issue an appropriate order. A copy of such order shall be promptly served upon the licensee. If the Mayor or a designee determines that the license should be revoked or suspended, the suspension or revocation shall take effect immediately upon receipt unless otherwise specified in the order. The decision of the Mayor or a designee shall be the final administrative action of the city with respect to the license, and shall be subject to immediate appeal to the Circuit Court. Such appeal to the Circuit Court shall be filed by the licensee not later than 35 days following receipt of the Mayor or a designee's findings and order. Failure to file timely such appeal as provided herein shall render the Mayor or a designee's decision final.
- (Ord. 09-44, passed 2-23-10; Am. Ord. 13-54, passed 11-12-13)



Interdepartmental Memo

To: Mayor and City Council
Tanya Walker, City Administrator

From: Melissa Headley, AICP
Director of Community Development

Re: Concept Plan - 18th Street (C1 Development/Gateway Development Partners, Inc)

Date: August 6, 2026

REQUEST:

Mayor and City Council to review attached letter and Concept Plan

BACKGROUND:

C1 Development & Gateway Development Partners, Inc have approached the City with a proposal for 282 multi-family units at the vacant, eight-acre site near the intersection of 18th Street and Luther Avenue. They are proposing a 4-story building. There will be a mix of one-, two- and 3-bedroom units. They will provide 384 parking spaces. The building is situated on the southern portion of the site to provide additional space between the development and the single family residential to the north.

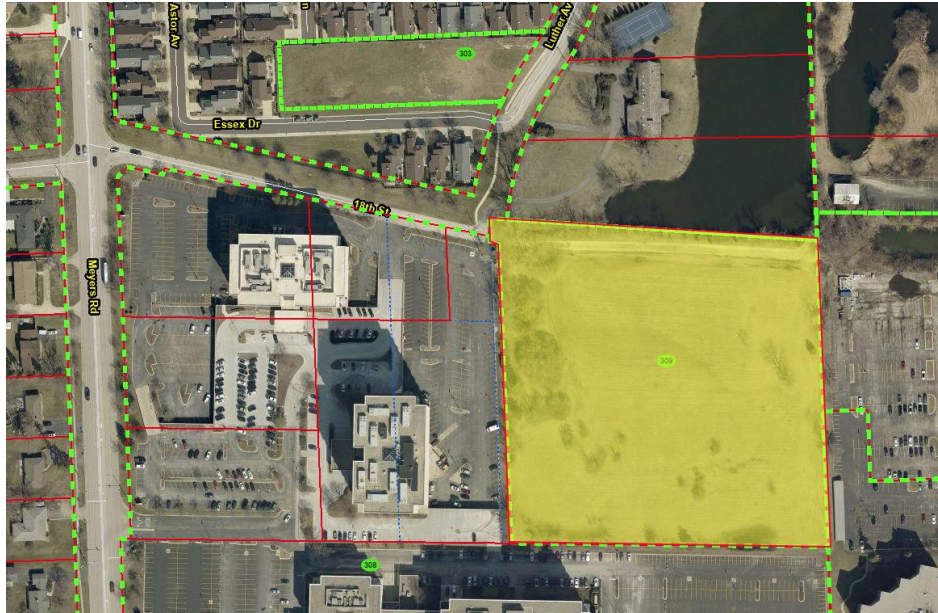
Site Information

Existing Zoning:	M-U Mixed-Use
Existing Land Use:	Vacant
Property Size:	7.62 Acres/331,927 sf
PINs:	06-21-309-003

Surrounding Zoning and Land Uses

	ZONING	EXISTING LAND USE
NORTH:	M-U Mixed-Use	Single Family Residential
SOUTH:	M-U Mixed-Use	Office (1901 Meyers Rd)
EAST:	M-U Mixed-Use	Office (1 Trans Am Plaza)
WEST:	M-U Mixed-Use	Office (1815 Meyers Rd)

Aerial photo of subject property



Please see attached letter and supporting documents providing an overview of the project and the concept plan.

Attachments: Letter from C1 Development dated July 28, 2026
18th Street Concept Plan



July 28, 2026

Melissa Headley
Community Development Director
City of Oakbrook Terrace
mheadley@oakbrookterrace.net

Dear Ms. Headley,

Thank you for your consideration of our concept plan proposal to develop a 282-unit multifamily community on the vacant parcel at the eastern end of 18th Street in Oakbrook Terrace, Property Index Number (PIN) 06-21-309-003. We are very excited about this opportunity and view this site as a great fit for our multifamily development program. Our aim is to create a community with a sense of place that is appealing to future residents while fitting cohesively with both the City's vision for the Meyers Rd/Royce Blvd corridor and the high lifestyle standards that residents of Oakbrook Terrace have come to expect.

C1 Development is an affiliate developer of Virtus Real Estate, an Austin, Texas-based real estate investment firm. Since 2003, Virtus has pioneered housing investment strategies, targeting needs-based real estate with approximately \$8B in investments.

C1 has a proven development team with a long track record in multifamily housing. C1's core team members have worked in the multifamily housing industry for 20+ years and executed more than \$2B in multifamily housing development. Over our time in the industry, we have formed strong relationships with design consultants, general contractors, and capital partners. Our close-knit relationships with these groups help us to accurately assess market supply gaps and thoughtfully design projects to meet those needs, while not losing focus on how the project design and operations impact the broader community.

As such, we have worked diligently to create a proposal for Staff and City Council review that meets a market need and that is consistent with the purposes for which the Unit 5 Area / M-U Multi-Use Zoning District and its planned multi-family residential subdistrict were established. We engaged multiple consultants and contractors to ensure we have a complete and thorough understanding of the site and a concept design that thoughtfully addresses the site's neighbors and future development of nearby parcels, allows for meaningful, market-supported density, and can be constructed at a cost justified by reasonable market rents.

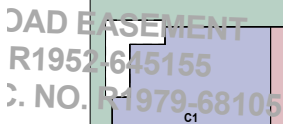
We feel our experience and relationships will allow us to deliver a community that will be an appealing and attainable housing option for future residents aiming to make Oakbrook Terrace their long-term home.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jay Lynde'.

Jay Lynde
Senior Director, C1 Development





EX. RETAINING WALL-WOOD

<u>A1</u> BASE UNIT	<u>A1.1</u> UNIT VARIATION	<u>A1-HC</u> MOBILITY ACCESSIBLE UNIT
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A02.01



01.



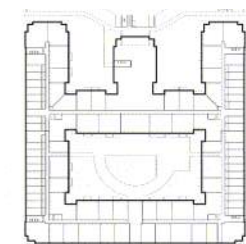
02.



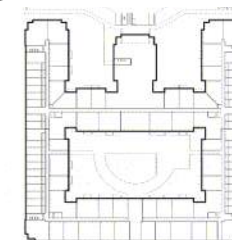
03.







KEY PLAN, N.T.S

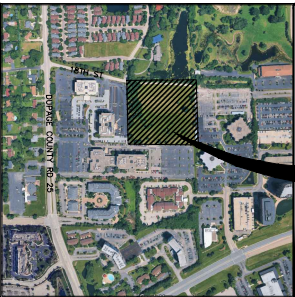


KEY PLAN, N.T.S



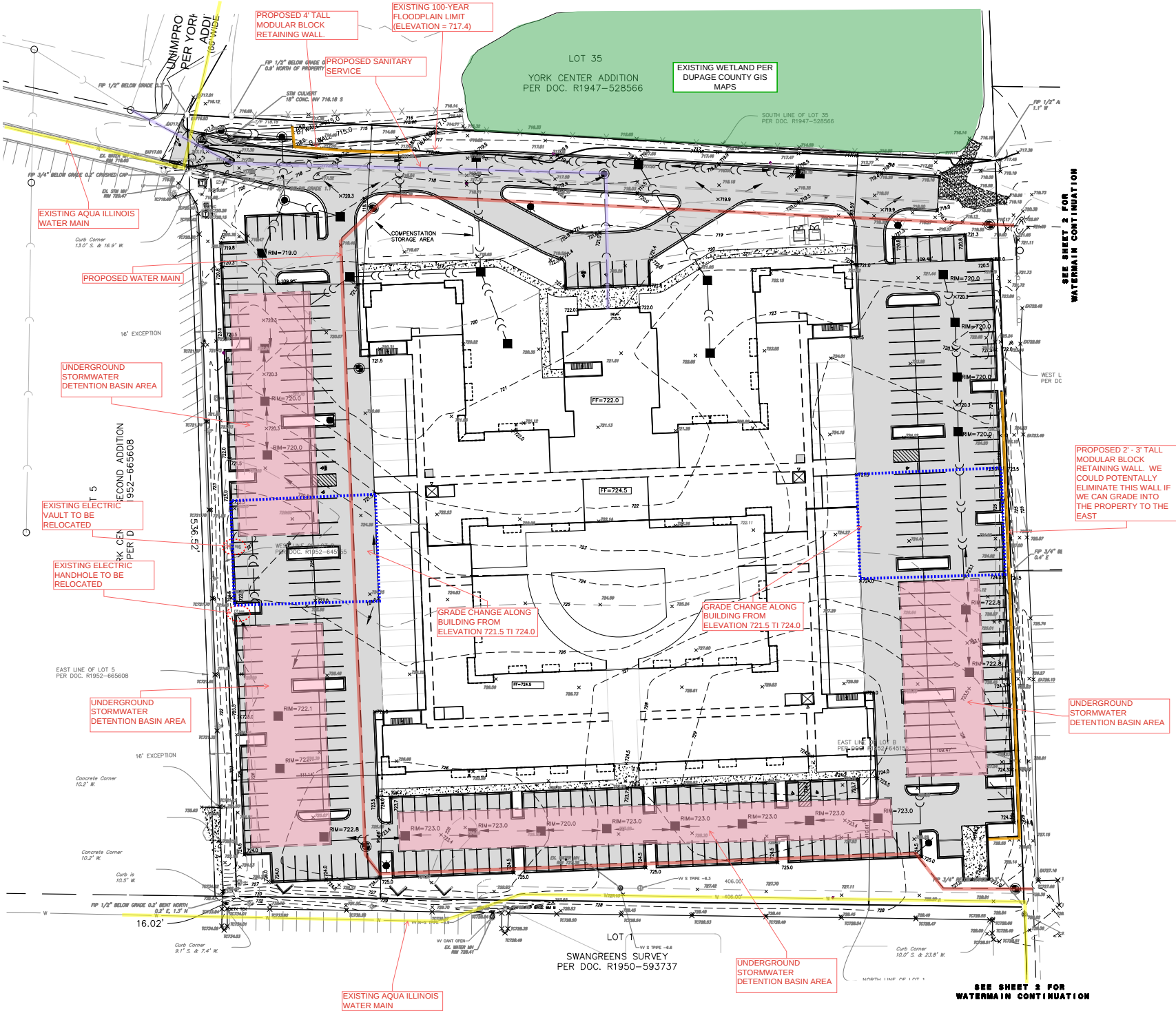
30 15 0 30
SCALE: 1 INCH = 30 FEET

CONCEPT PLAN FOR OAKBROOK TERRACE



PROJECT
LOCATION

LOCATION MAP



SEE SHEET 2 FOR
WATERMAIN CONTINUATION

PROPOSED 2'-3' TALL
MODULAR BLOCK
RETAINING WALL. WE
COULD POTENTIALLY
ELIMINATE THIS WALL IF
WE CAN GRADE INTO
THE PROPERTY TO THE
EAST

UNDERGROUND
STORMWATER
DETENTION BASIN AREA

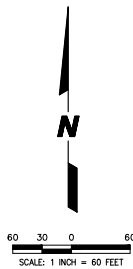
SEE SHEET 2 FOR
WATERMAIN CONTINUATION

LEGEND

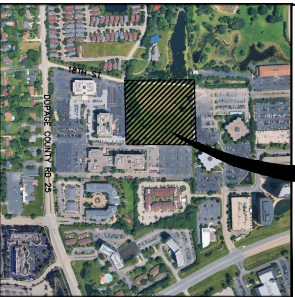
EXISTING	PROPOSED	DESCRIPTION
		AQUA ILLINOIS WATERMAIN
		CITY WATERMAIN
		SANITARY SEWER
		ASPHALT PAVEMENT
		CONCRETE PAVEMENT
		INLET
		MANHOLE
		STORM SEWER
		VALVE & BOX
		FIRE HYDRANT
		RETAINING WALL

PREPARED FOR:

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675
PH: 630.862.2100 FAX: 630.862.2199
E-Mail: info@cemcon.com Website: www.cemcon.com
DISC NO.: 904.560 FILE NAME: CONCEPT
DRAWN BY: JUC FLD. BK. / PG. NO.: BK./PG.
COMPLETION DATE: 06-22-26 JOB NO.: 904.560
XREF: PROJECT MANAGER: MAM

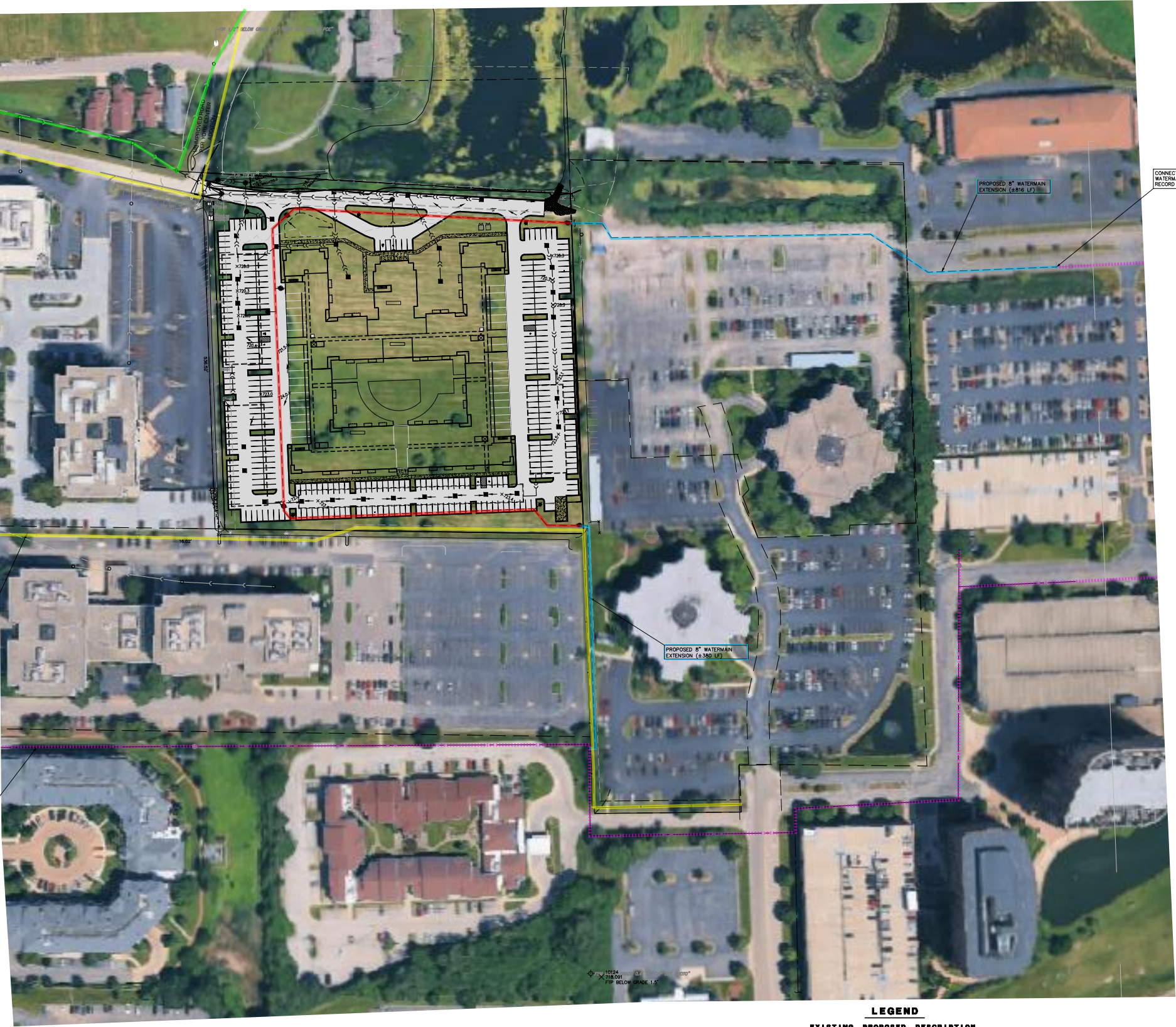


CONCEPT PLAN
FOR
OAKBROOK TERRACE



PROJECT
LOCATION

LOCATION MAP



EXISTING 10" AQUA WATERMAIN
PER RECORD DRAWINGS

EXISTING CITY WATERMAIN
PER RECORD DOCUMENTS

PROPOSED 8" WATERMAIN
EXTENSION (4816 LF)

CONNECT TO EXIST. CITY
WATERMAIN STUB PER
RECORD DOCUMENTS

PROPOSED 8" WATERMAIN
EXTENSION (4350 LF)

10124
718.09'
FIP BELOW GRADE 1.0'

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AQUA ILLINOIS WATERMAIN
		CITY WATERMAIN
		SANITARY SEWER
		ASPHALT PAVEMENT
		CONCRETE PAVEMENT
		INLET
		MANHOLE
		END SECTION
		STORM SEWER
		VALVE & BOX
		FIRE HYDRANT
		RETAINING WALL

PREPARED FOR:

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675
PH: 630.862.2100 FAX: 630.862.2199
E-Mail: info@cemcon.com Website: www.cemcon.com
DISC NO.: 904.560 FILE NAME: CONCEPT
DRAWN BY: JJC FLD. BK. / PG. NO.: BK./PG.
COMPLETION DATE: 06-22-26 JOB NO.: 904.560
XREF: PROJECT MANAGER: MAM

Parking Addendum

18th Street Reserve – Oakbrook Terrace Multifamily Development

C1 Development & Gateway Development Partners

Unit Mix & Parking Requirement Analysis

Unit Mix	Count	Code Parking Requirement	Required Spaces	TIA Expected Vehicles	Applicant Expected Vehicles	Expected Utilization
Studios	17	2.50x	42.5	0.68x	1.00x	17.0
1BR	156	2.50x	390.0	0.68x	1.00x	156.0
2BR	103	2.50x	257.5	1.45x	1.50x	154.5
3BR	6	2.50x	15.0	1.45x	1.75x	10.5
Total	282	-	705	-	-	338.0

Parking Summary

Metric	Value
Total Parking Ratio (Required)	2.50x
Total Parking Ratio (Expected Utilization)	1.20x
Spaces Provided	384
Expected Resident Utilization	338
Vacancy	5.0%
Remaining Vacant, Guest, and Staff Spaces	62.9

Comparable Property Analysis

Property	Municipality	Units	Parking Provided	Ratio	Occupancy	Notes
Elan Yorktown	Lombard	295	336	1.14x	94.2%	
Vyne on Haven	Elmhurst	200	234	1.17x	94.5%	
The 450	Lombard	256	306	1.20x	94.1%	
18th Street Reserve	Oakbrook Terrace	282	384	1.36x	95.0%	
One Oak Brook Commons	Oak Brook	250	424	1.70x	92.8%	
Dash Downers Grove	Downers Grove	167	319	1.91x	94.0%	
Regency Place	Oakbrook Terrace	112	220	1.96x	97.3%	
Yorktown Reserve	Lombard	276	552	2.00x	28.8%	Opened in June 2026(1)

(1) Yorktown Reserve opened in June 2026; occupancy reflects initial lease-up and is not yet stabilized.

Meech Group

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MEMORANDUM

Date: June 16, 2026

To: Jay Lynde
C1 Development

From: Michio Murakishi

**Re: Oakbrook Terrace Multifamily Development
Fiscal Impact Analysis**

C1 Development (C1) has engaged Meech Group to prepare a fiscal impact analysis (FIA) of its proposed 275-unit multifamily development on an approximately eight-acre vacant site near the intersection of 18th St. and Luther Ave. in Oakbrook Terrace, Illinois (the “project”). The analysis was requested by the City of Oakbrook Terrace (the “City”) as part of its development review process and evaluates the anticipated fiscal effects of the proposed development on the City's general fund.

Methodology and assumptions

For this assignment, we employed a per capita fiscal impact methodology, a commonly used approach for evaluating the fiscal effects of residential development on municipal budgets. Under this methodology, existing municipal revenues and expenditures are analyzed to establish current revenue generation and service levels per resident. These unit values are then applied to the population anticipated to be generated by the proposed project to estimate future municipal revenues and expenditures attributable to the project.

Our analysis focused on the City's general fund, which finances core municipal services such as administration, police protection, community development, public works, and finance. We reviewed the City's fiscal year (FY) 2026-27 annual operating budget and utilized the actual FY24-25 general fund revenues and expenditures reported therein as the basis for establishing current municipal revenue and expenditure factors. General fund revenues and expenditures were allocated between residential and non-residential uses based on the proportion of the City's equalized assessed value (EAV) attributable to residential properties. The residential allocation was then divided by the City's current population to establish annual per-resident revenue and expenditure factors.

To estimate the population associated with the proposed development, we utilized population generation multipliers developed by the Illinois School Consulting Service (ISCS). Although ISCS is no longer active and its multipliers were last updated in 1996, they continue to be widely used by municipalities and consultants throughout the Chicago region for planning-level analyses of residential development impacts. The ISCS multipliers provide estimates of the average number of residents generated by various housing types and serve as a commonly accepted methodology where project-specific demographic data are unavailable.

The estimated population generated by the proposed project was then applied to the per-resident revenue and expenditure factors described above to calculate the project's projected fiscal impact on the City. The resulting analysis provides a planning-level estimate of the relationship between municipal revenues and expenditures associated with the proposed development.

While actual fiscal outcomes will vary based on future resident demographics, household spending patterns, changes in municipal service demands, and future budgetary conditions, the methodology provides a reasonable framework for evaluating whether the project is likely to generate sufficient revenues to offset the costs of providing municipal services. Because this methodology relies on current municipal revenues and expenditures to establish baseline service levels, the projected fiscal impact is influenced by the City's existing fiscal condition and revenue structure. Accordingly, the analysis should be interpreted as a planning-level estimate of the project's relationship to current municipal service levels rather than a forecast of future budgetary performance.

In the following sections, we describe the key assumptions used to estimate the fiscal impact of the proposed project, including municipal revenues and expenditures and population generation.

Municipal revenue

The per capita approach uses the City's current per-resident revenue and expenditure factors to estimate future municipal revenues and expenditures associated with population growth. In **Table 1** below, we show the City's actual FY24-25 revenue:

Table 1: FY24-25 actual revenue

Taxes	5,732,342
Taxes collected	3,836,887
Licenses and permits	629,590
Fines and forfeitures	192,565
Sales and service	179,369
Miscellaneous revenues	485,665
Total revenue	11,056,418

Source: City of Oakbrook Terrace

Next, we bifurcated the City's general fund revenues, assuming that the City currently expends 37.6 percent of its resources on residential services, with the remainder allocated to non-residential uses. This assumption is based on the proportion of the City's total EAV represented by residential properties in tax year (TY) 2025, as shown in **Table 2** below:

Table 2: Citywide EAV by type, TY25

	EAV	Pct.
Residential	\$ 97,527,580	37.6%
Commercial	162,157,880	62.4%
Total	259,685,460	100.0%

Source: DuPage County and Meech Group

To estimate revenue per resident and employee, we simply divide the bifurcated amounts by the City's total current population and employment. These calculations are summarized in **Table 3** below:

Table 3: Unit revenue calculation

		Residential	Non-residential
Total revenue budget	\$	11,056,418	11,056,418
Allocation pct.	x	37.6%	62.4%
Bifurcated budget amt.	=	4,152,353	6,904,065
Residents/employees	÷	2,723	17,212
Unit revenue	=	1,525	401

Source: City of Oakbrook Terrace and Meech Group

As shown above, we estimate that the City receives approximately \$1,530 per resident in municipal revenue. It should be noted that this allocation methodology is intended to approximate the proportion of municipal resources devoted to residential and non-residential activities and should not be interpreted as suggesting that individual revenue sources are generated in direct proportion to assessed value.

Municipal expenses

The City's actual FY24-25 expenditures was approximately \$9.8 million, with the majority (59.1%) of funds being allocated towards the police department, as shown in **Table 4** below:

Table 4: FY24-25 actual expenditures

Executive administration	\$	1,465,234
Police department		5,763,992
Community development		583,052
Streets division		787,155
Tourism		141,964
Police commission		43,371
Finance		968,973
Total expenditures		9,753,741

Source: City of Oakbrook Terrace

Next, we calculated expenditures per resident and employee, as shown in **Table 5** below:

Table 5: Unit expenditure calculation

		Residential	Non-residential
Total expenditure budget	\$	9,753,741	9,753,741
Allocation pct.	x	37.6%	62.4%
Bifurcated budget amt.	=	3,663,119	6,090,622
Residents/employees	÷	2,723	17,212
Unit expenditures	=	1,345	354

Source: City of Oakbrook Terrace and Meech Group

As shown above, we estimate that the City spends approximately \$1,350 per resident on municipal services. **Table 6** on the following page shows our complete general fund analysis.

Population generation

To estimate the population associated with the proposed project, we utilized population generation multipliers developed by the Illinois School Consulting Service (ISCS). Although ISCS is no longer active and its multipliers were last updated in 1996, they continue to be widely used by municipalities and consultants throughout the Chicago region for planning-level analyses of residential development impacts. The ISCS multipliers provide estimates of the average number of residents generated by various housing types and serve as a commonly accepted methodology where project-specific demographic data are unavailable.

Modeling inputs

Total population, 2024 [1]	Pop_24	2,723
Total employment, 2025 [2]	Emp_25	17,212
Residential allocation [3]	Resi_pct	37.6%

Table 6: General fund revenue and expenditures, FY24-25 [4]

	Total	Per resident	Per employee
<u>Revenue</u>			
Taxes	5,732,342	790.61	207.97
Taxes collected	3,836,887	529.19	139.20
Licenses and permits	629,590	86.83	22.84
Fines and forfeitures	192,565	26.56	6.99
Sales and services	179,369	24.74	6.51
Miscellaneous revenues	485,665	66.98	17.62
Total revenue	11,056,418	1,524.92	401.12
<u>Expenditures</u>			
Executive administration	(1,465,234)	(202.09)	(53.16)
Police department	(5,763,992)	(794.98)	(209.11)
Community development	(583,052)	(80.42)	(21.15)
Streets division	(787,155)	(108.57)	(28.56)
Tourism	(141,964)	(19.58)	(5.15)
Police commission	(43,371)	(5.98)	(1.57)
Finance	(968,973)	(133.64)	(35.15)
Total expenditures	(9,753,741)	(1,345.25)	(353.86)
Excess/(deficiency) of revenues	1,302,677	179.67	47.26

Notes:[1] U.S. Census Bureau, *ACS 5-Year Estimates Data Profiles, Table DP05*, 2024[2] Illinois Department of Employment Security, *Where Workers Work*, 2025[3] DuPage County, *2025 Value Report by Property Class*[4] City of Oakbrook Terrace, *Annual Operating Budget, Fiscal Year 2026-2027*

In **Table 7** below, we show how we estimated the total number of residents expected to be generated by the proposed project:

Table 7: Population estimate

	Units	Mult.	Residents
Studio	23	1.294	29.8
1 BR	152	1.758	267.2
2 BR	92	1.914	176.1
3 BR	8	3.053	24.4
Total	275	1.809	497.5

Source: C1 Development, ISCS, and Meech Group

As shown above, we estimate that the proposed project will generate just over 497 total residents, or about 1.8 residents per unit, based on the proposed unit mix and ISCS multipliers.

Preliminary findings

Based on the assumptions described above, we estimate that the proposed 275-unit multifamily development will generate approximately 497 new residents and result in an annual general fund surplus of approximately \$89,000 upon stabilization. As shown in **Table 8** on the following page, the project is projected to generate approximately \$759,000 in annual general fund revenues compared to approximately \$669,000 in annual municipal expenditures, resulting in a positive net fiscal impact of approximately \$179 per resident or \$325 per dwelling unit.

The projected surplus reflects both Oakbrook Terrace's existing municipal revenue structure and the per capita methodology used in this analysis, which assumes that future residents will generate revenues and municipal service demands consistent with current residential averages. Under the per capita methodology employed in this analysis, the revenues attributable to future residents are projected to exceed the incremental municipal costs of providing administration, police protection, community development, public works, finance, and other municipal services.

As with any fiscal impact analysis, the results should be viewed as planning-level estimates rather than precise forecasts of future municipal revenues and expenditures. Actual fiscal outcomes will vary based on future resident demographics, household spending patterns, changes in municipal service demands, and future budgetary conditions. Nevertheless, the analysis indicates that the proposed development should generate sufficient revenues to offset the municipal costs associated with serving future residents and is expected to have a modestly positive fiscal impact on the City's general fund.

Modeling inputs

Total residential units	Units	275
Total projected residents [1]	Residents	497

Table 8: Calculation of fiscal impact of proposed project

	Total	Per unit	Per capita
<u>Revenue</u>			
Taxes	393,322	1,430.26	790.61
Taxes collected	263,266	957.33	529.19
Licenses and permits	43,199	157.09	86.83
Fines and forfeitures	13,213	48.05	26.56
Sales and service	12,307	44.75	24.74
Miscellaneous revenues	33,324	121.18	66.98
Total revenue	758,632	2,758.66	1,524.92
<u>Expenditures</u>			
Executive administration	(100,536)	(365.59)	(202.09)
Police department	(395,494)	(1,438.16)	(794.98)
Community development	(40,006)	(145.48)	(80.42)
Streets division	(54,010)	(196.40)	(108.57)
Tourism	(9,741)	(35.42)	(19.58)
Police commission	(2,976)	(10.82)	(5.98)
Finance	(66,486)	(241.77)	(133.64)
Total expenditures	(669,249)	(2,433.63)	(1,345.25)
Net fiscal impact	89,383	325.03	179.67

Notes:

[1] Based on Illinois School Consulting Service multipliers, 1996

Traffic and Parking Impact Study Proposed Residential Development

Oakbrook Terrace, Illinois



Prepared For:



July 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 residential development to be located in Oakbrook Terrace, Illinois. The site, which is currently vacant, is located on the south side of 18th Street east of Meyers Road and is to contain an apartment building with 282 units and 384 parking spaces. Access is proposed off 18th Street which will ultimately be extended to the east to connect with Royce Boulevard.

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 the development-generated traffic.

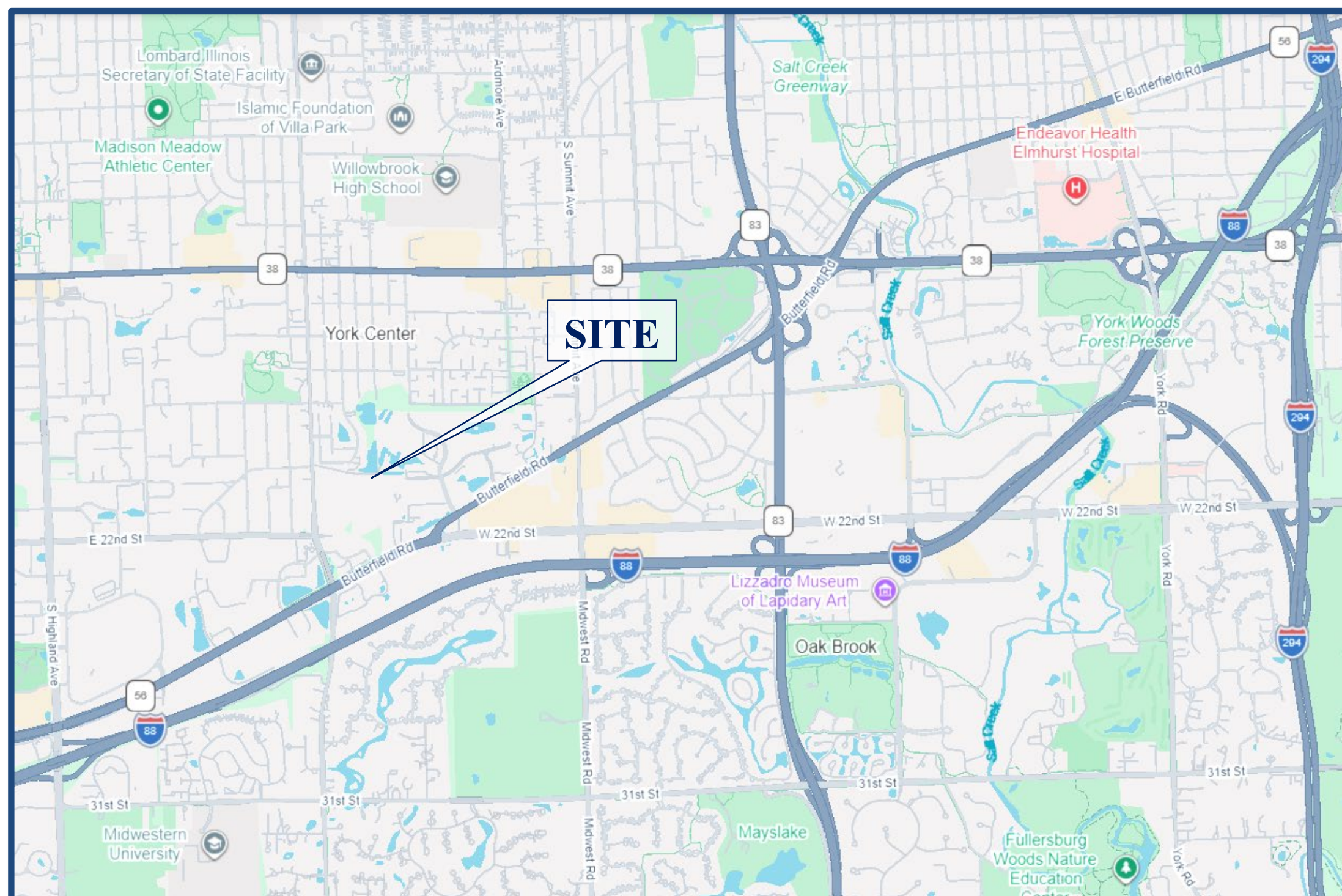
Figure 1 shows the location of the site in relation to the area roadway system and **Figure 2** shows an aerial view of the site.

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
- Evaluation of the adequacy of the parking supply

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes which include the background 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 were documented by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

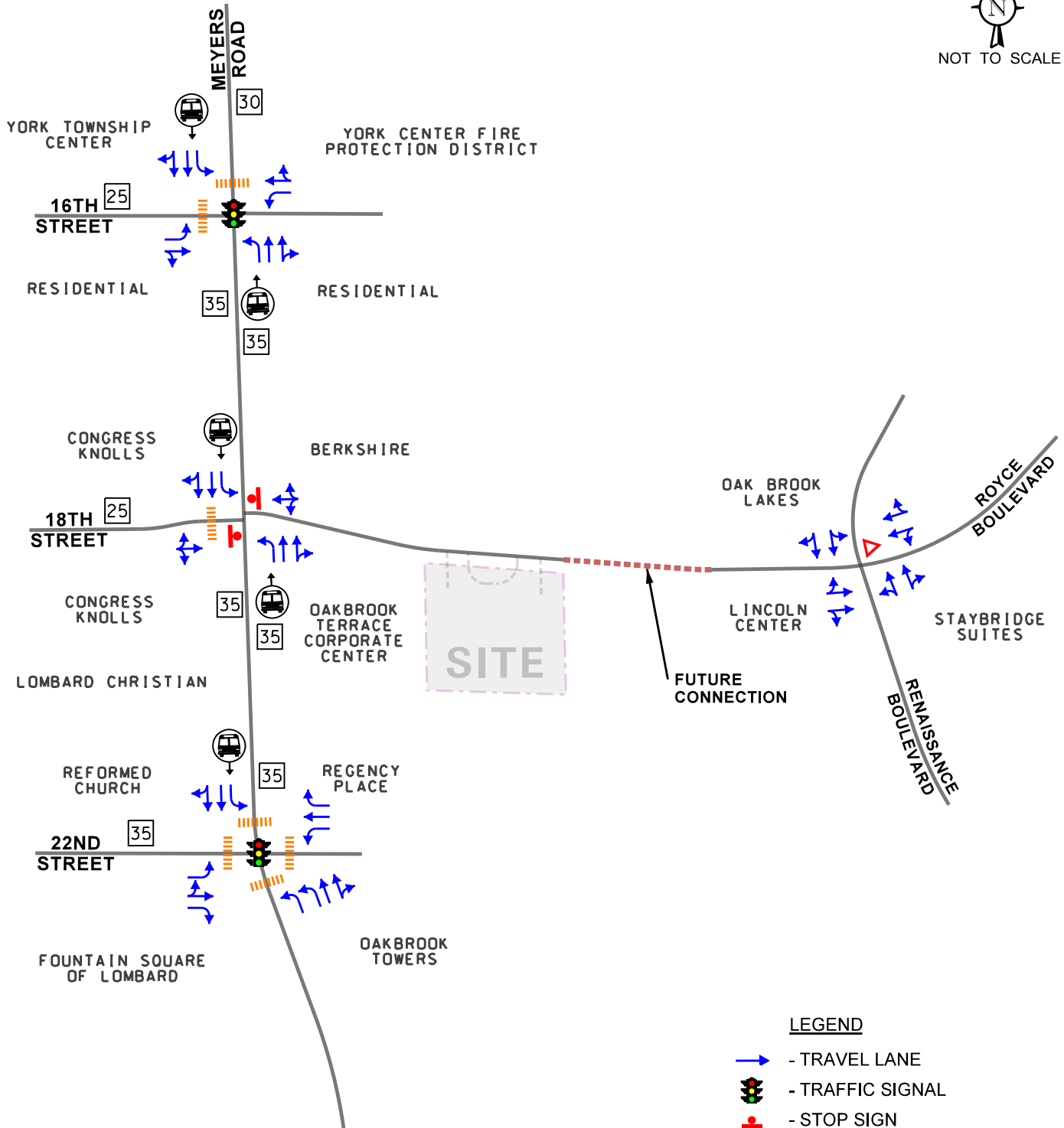
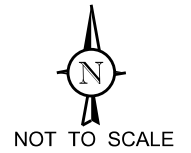
The site, which is currently vacant, is located on the south side of 18th Street east of Meyers Road and is bounded by 18th Street to the north, Lincoln Centre to the east, and Oakbrook Terrace Corporate Center to the west and south. Land uses in the vicinity of the site are primarily residential and office.

Existing Roadway System Characteristics

The characteristics of the adjacent roadways and access drives within the study area are described below and illustrated in **Figure 3**.

Meyers Road (DuPage County Road 25) is a north-south minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with 22nd Street/Regency Place access drive, Meyers Road provides two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. High-visibility crosswalks are provided on both legs. At its unsignalized intersection with 18th Street, Meyers Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its signalized intersection with 16th Street, Meyers Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. A high-visibility crosswalk is provided on the north leg. Meyers Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an annual average daily traffic (AADT) volume of 14,800 vehicles (Illinois Department of Transportation [IDOT] 2024), and has posted speed limits of 30 miles per hour north of 16th Street and 35 miles per hour south of 16th Street.

22nd Street is an east-west minor arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Meyers Road/Regency Place access drive, 22nd Street provides an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane on the eastbound approach. The Regency Place access drive provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the westbound approach. High-visibility crosswalks are provided on both legs. 22nd Street is under the jurisdiction of the City of Oakbrook Terrace, carries an AADT volume of 11,100 vehicles (IDOT 2024), and has a posted speed limit of 35 miles per hour.



- LEGEND**
- TRAVEL LANE
 - TRAFFIC SIGNAL
 - STOP SIGN
 - SPEED LIMIT SIGN
 - BUS STOP
 - YIELD SIGN
 - HIGH VISIBILITY CROSSWALK

Residential
Development
Oakbrook Terrace,
Illinois

Existing Roadway Characteristics

KLOA
Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-201 Figure: 3

18th Street is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Meyers Road, 18th Street provides a shared left-turn/through/right-turn lane on both approaches and is under stop sign control. A high-visibility crosswalk is provided on the west leg. 18th Street is under the jurisdiction of the City of Oakbrook Terrace east of Meyers Road and township jurisdiction west of Meyers Road and has a posted speed limit of 25 miles per hour.

16th Street is an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Meyers Road, 16th Street provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound and westbound approaches. A high-visibility crosswalk is provided on the west leg. 16th Street is under township jurisdiction and has a posted speed limit of 25 miles per hour.

Royce Boulevard is an east-west local roadway that provides two travel lanes in each direction. At its unsignalized intersection with Renaissance Boulevard, Royce Boulevard provides a shared left-turn/though lane and a shared through/right-turn lane on both approaches. The westbound approach is under yield control. Royce Boulevard is under the jurisdiction of the City of Oakbrook Terrace west of Renaissance Boulevard and township jurisdiction east of Renaissance Boulevard.

Renaissance Boulevard is a north-south local roadway that provides two travel lanes in each direction. At its unsignalized intersection with Royce Boulevard, Renaissance Boulevard provides a shared left-turn/through lane and a shared through/right-turn lane on both approaches. Renaissance Boulevard is under the jurisdiction of the City of Oakbrook Terrace south of Royce Boulevard and township jurisdiction north of Royce Boulevard.

Existing Traffic Volumes

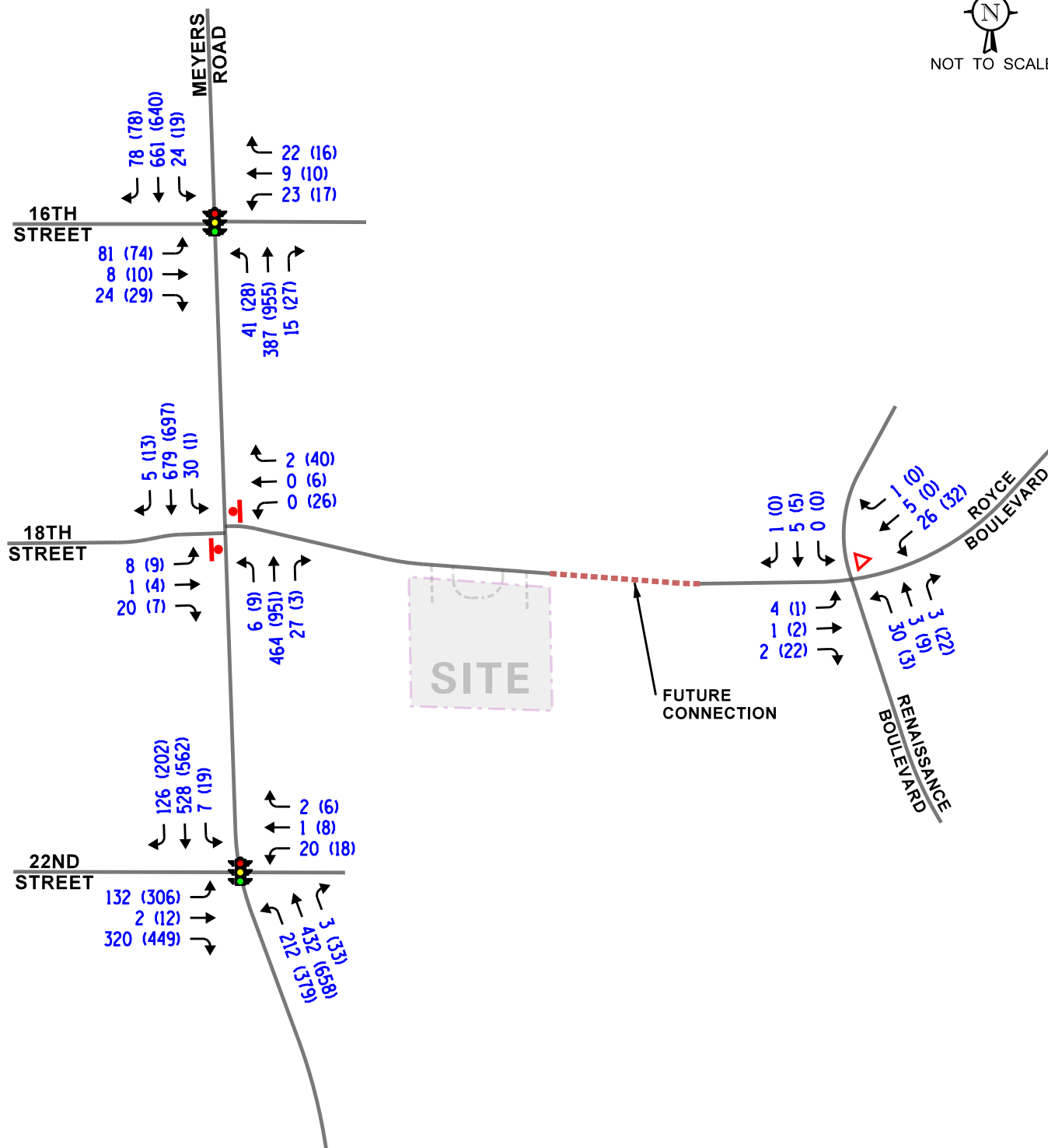
In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Meyers Road with 22nd Street/Regency Plaza access drive
- Meyers Road with 18th Street
- Meyers Road with 16th Street
- Renaissance Boulevard with Royce Boulevard

The traffic counts at these intersections were conducted on Tuesday, June 23, 2026, during the weekday morning (6:30 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:30 P.M.) peak periods. The peak hours of traffic occurred from 8:00 A.M. to 9:00 A.M. during the weekday morning peak hour and from 4:15 P.M. to 5:15 P.M. The existing peak hour traffic volumes are illustrated in **Figure 4**.



NOT TO SCALE



Residential
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Oakbrook Terrace,
Illinois

Existing Traffic Volumes

KLOA
Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-201 Figure: 4

Crash Data Summary

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2020 to 2024) for the intersections within the study area. It should be noted that the intersections of Meyers Road with 18th Street and Renaissance Boulevard with Royce Boulevard experienced an average of less than one crash per year. A review of the crash data indicated that one fatality was reported at the intersection of Meyers Road with 22nd Street during the review period. The crash data for the intersections of Meyers Road with 22nd Street and 16th Street are summarized in **Tables 1** and **2**.

Table 1

MEYERS ROAD WITH 22ND STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	1	0	0	3	1	3	0	8	5	3	0
2021	1	0	0	10	2	0	0	13	11	2	0
2022	0	0	0	4	0	3	0	7	5	2	0
2023	2	0	1	7	1	11	0	22	14	7	1
2024	<u>0</u>	<u>0</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>17</u>	<u>13</u>	<u>4</u>	<u>0</u>
Total	4	0	2	32	4	25	0	67	48	18	1
Avg	<1.0	--	<1.0	8.4	<1.0	5.0	--	13.4	9.6	3.6	<1.0
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).

Table 2

MEYERS ROAD WITH 16TH STREET – 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	0	0	0	0	0	0	0	0
2022	1	0	0	1	0	1	0	3	1	2	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>
Total	1	0	0	2	0	3	0	6	3	3	0
Avg	<1.0	--	--	<1.0	--	<1.0	--	1.2	<1.0	<1.0	--
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F – Fatal											

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

The plans call for developing the site with an apartment building containing a total of 282 units and . The residential units include 17 studio units, 156 one-bedroom units, 103 two-bedroom units, and six three-bedroom units. The apartment building will be served by a surface level parking lot which will provide 384 parking spaces.

Access to the development will be provided via two full-movement access drives off 18th Street located approximately 800 feet and 1,250 feet east of Meyers Road. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Further, secondary access to the amenity space will be provided via two full-movement access drives off 18th Street located approximately 950 feet and 1,120 feet east of Meyers Road. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

As part of the proposed development, 18th Street will be extended along the site frontage. A cross-access connection will be provided to the Trans AM building to the east which will provide the site with access to Royce Boulevard.

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

Directional Distribution

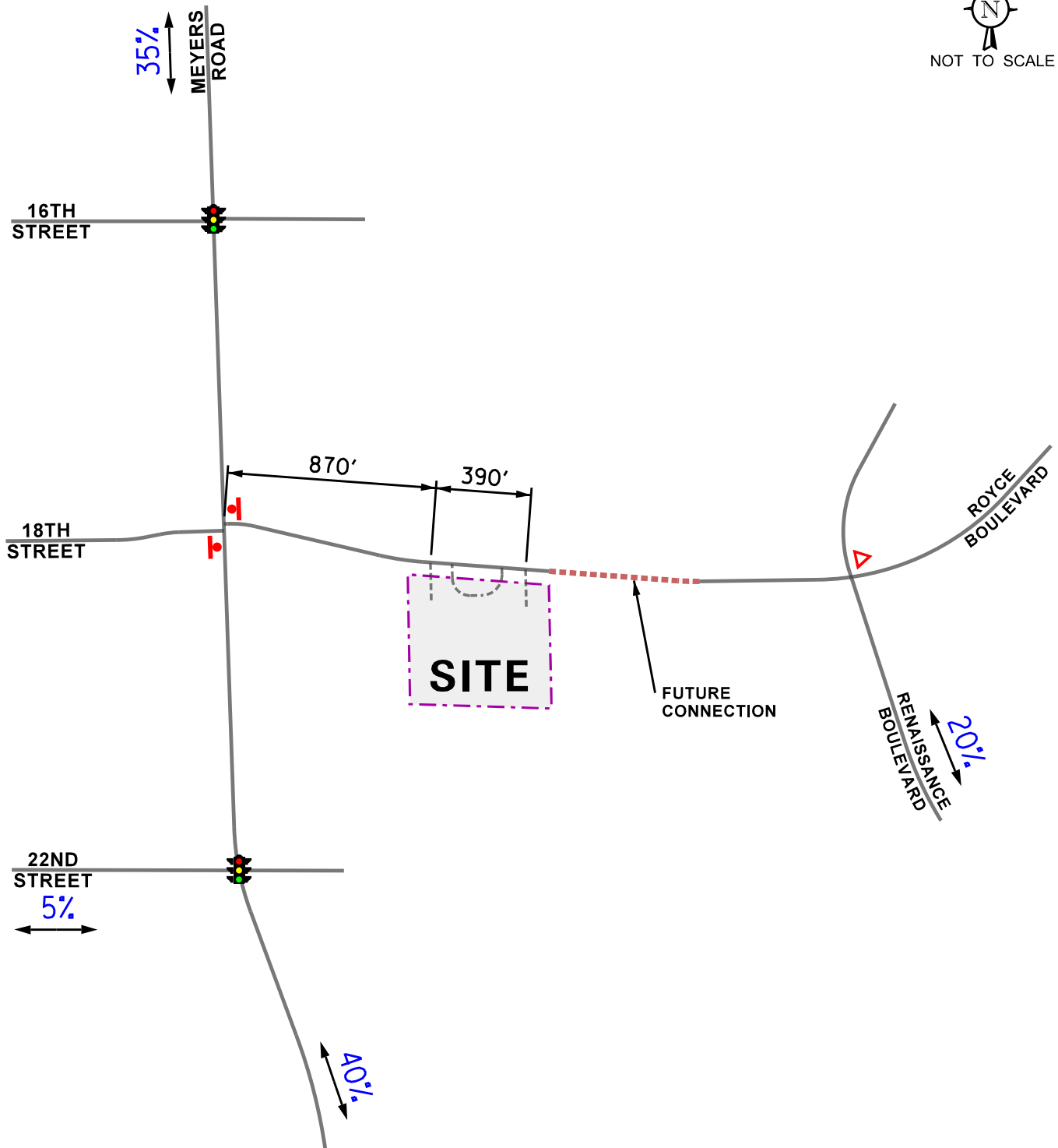
The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

To determine the weekday morning and weekday evening peak hour vehicle trip generation for the proposed development, information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 12th Edition was utilized. ITE Land-Use Code 221 (Multifamily Housing (Mid-Rise)) rates were used for the proposed development. **Table 3** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours and on a daily basis.



NOT TO SCALE



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Residential
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Illinois

Directional Distribution



Job No: 26-201

Figure: 5

Table 3

SITE-GENERATED TRIP ESTIMATES

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 282 units	25	86	111	67	38	105	633	633	1,266

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 peak hour traffic volumes projected to be generated by the proposed development were assigned to the area roadways based on the established directional distribution (Figure 5). **Figure 6** shows the assignment of the development-generated traffic volumes.

Background (No-Build) Traffic Conditions

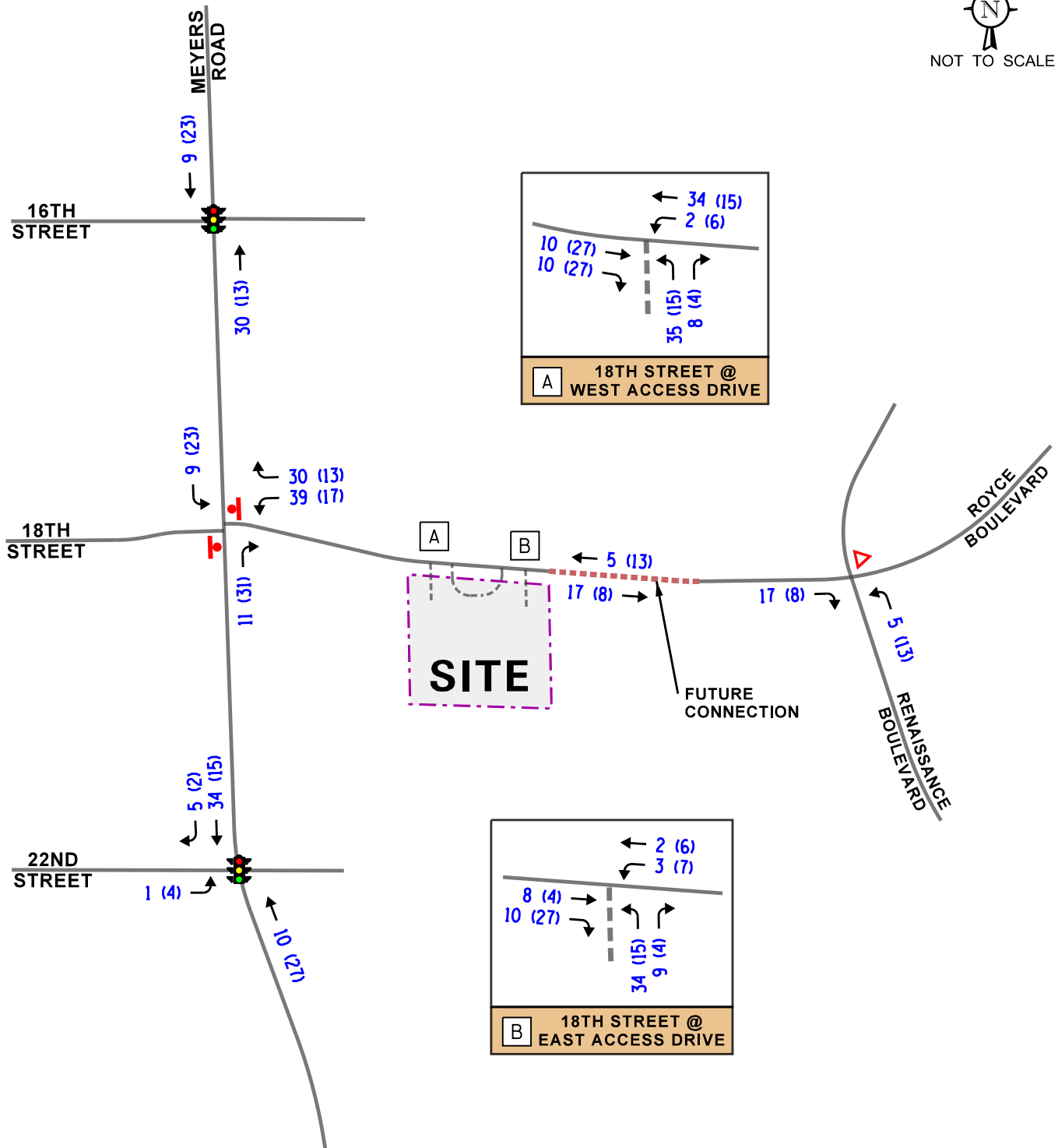
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.6 percent per year for six years (buildout year plus five years) for a total of approximately 3.5 percent to project Year 2032 background (no-build) conditions. A copy of the CMAP letter is included in the Appendix.

In addition, the traffic estimated to be generated by the proposed retail development to be located in the southeast quadrant of the intersection of Butterfield Road with Meyers Road was included in the background traffic conditions. The traffic estimated to be generated by this development was based on a traffic impact study conducted by KLOA, Inc. dated July 7, 2026.

The Year 2032 no-build traffic volumes are illustrated in **Figure 7**.

Year 2032 Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2032 no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2032 total projected traffic volumes.



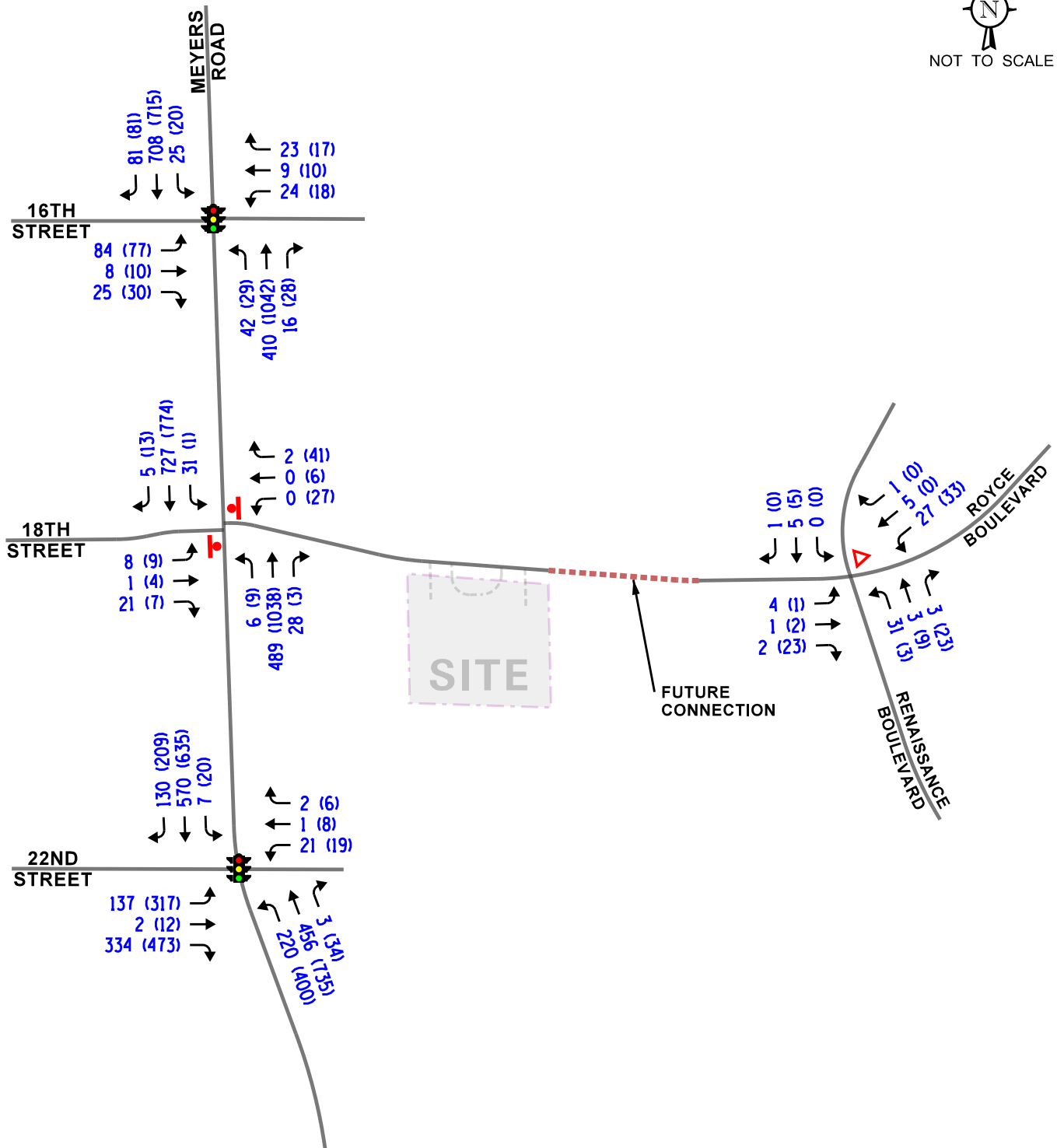
LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)

Residential
Development
Oakbrook Terrace,
Illinois

Site-Generated Traffic Volumes

KLOA
Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-201 Figure: 6



LEGEND

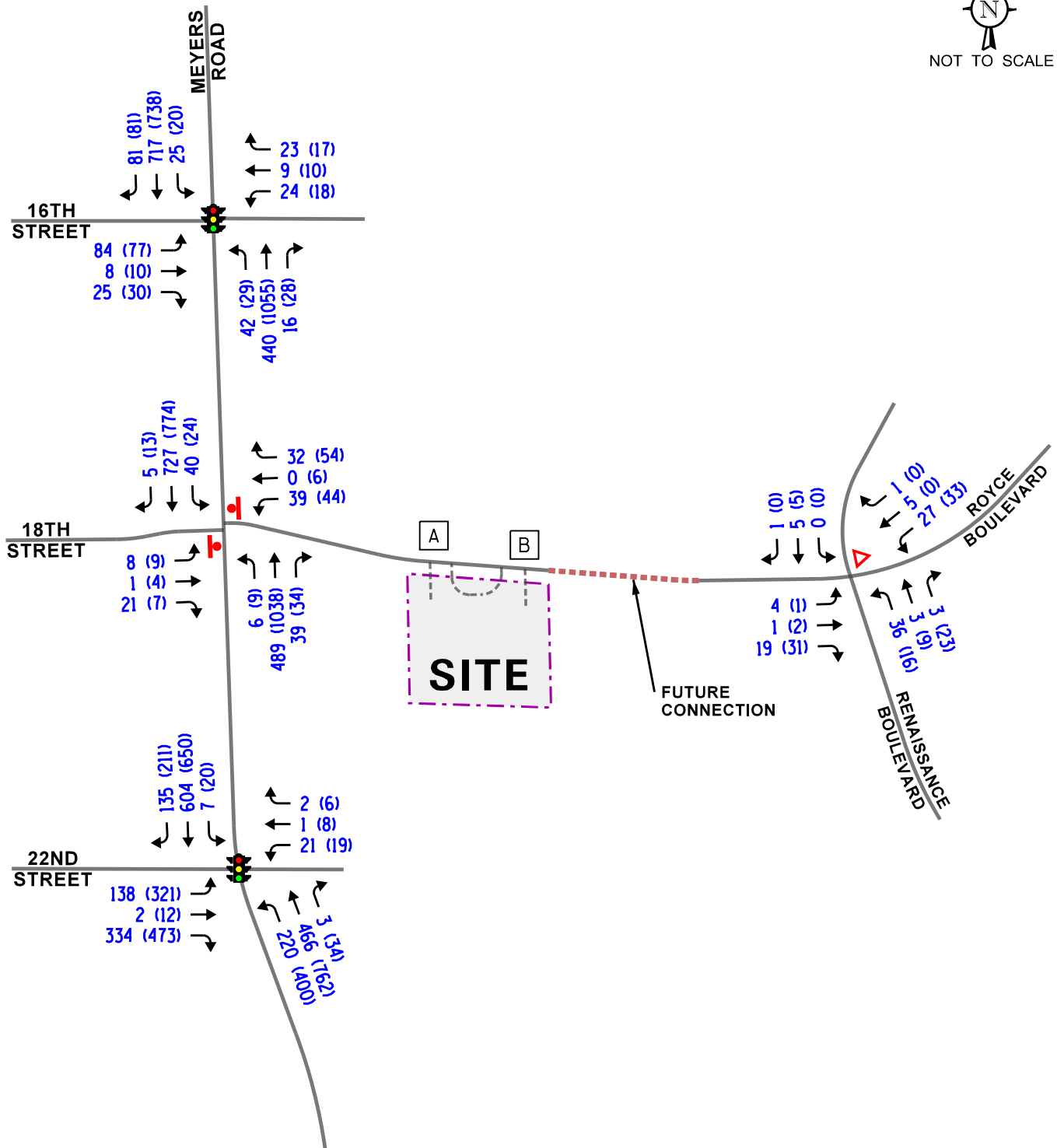
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(00) - PM PEAK HOUR (4:15-5:15 PM)

Residential
Development
Oakbrook Terrace,
Illinois

Year 2032 No-Build Traffic Volumes

KLOA
Kentig, Lindgren, O'Hara, Aboona, Inc.
Job No: 26-201 Figure: 7



LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)

Residential
Development
Oakbrook Terrace,
Illinois

Year 2032 Total Traffic Volumes

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 currently operate and are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing and Year 2032 no-build and total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished utilizing actual signal timings, 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 and Year 2032 no-build and total conditions are presented in **Tables 4** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
MEYERS ROAD WITH 22ND STREET/REGENCY PLAZA ACCESS DRIVE– SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound		Overall
		L	L/T	R	L	T	R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	D 45.3	D 45.3	B 13.1	D 47.0	D 43.0	A 0.0	D 46.5	A 8.3	E 60.6	A 7.9	B 17.0
		C – 22.6			D – 42.9			C – 20.8		A – 8.4		
	Weekday Evening	D 49.2	D 49.1	B 13.3	D 45.1	D 43.4	A 0.2	D 41.6	B 13.5	D 44.9	C 23.9	C 25.2
		C – 28.1			D – 36.5			C – 23.5		C – 24.4		
No-Build Conditions	Weekday Morning	D 45.5	D 45.5	B 13.1	D 47.2	D 43.0	A 0.0	D 46.6	A 8.4	E 60.0	A 7.7	B 16.8
		C – 22.6			D – 43.2			C – 20.8		A – 8.2		
	Weekday Evening	D 50.0	D 49.5	B 18.6	D 45.4	D 43.5	A 0.2	D 42.3	B 14.1	D 45.2	C 25.9	C 26.8
		C – 31.4			D – 37.0			C – 23.7		C – 26.4		
Projected Conditions	Weekday Morning	D 45.7	D 45.5	B 13.1	D 47.2	D 43.0	A 0.0	D 46.6	A 8.4	E 58.7	A 8.4	B 16.8
		C – 22.7			D – 43.2			C – 20.6		A – 8.8		
	Weekday Evening	D 50.2	D 49.7	B 18.9	D 45.4	D 43.5	A 0.2	D 42.3	B 14.3	D 45.2	C 26.3	C 27.0
		C – 31.8			D – 37.0			C – 23.7		C – 26.8		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through												

Table 5
MEYERS ROAD WITH 16TH STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	D 36.7	C 20.7	C 30.7	C 27.2	A 4.3	B 10.3	A 6.0	B 11.2	B 13.1
		C – 32.2		C – 28.6		A – 9.7		B – 11.0		
	Weekday Evening	D 38.9	C 22.6	C 33.1	C 29.7	A 4.9	A 8.7	A 5.1	A 8.4	B 10.5
		C – 33.3		C – 31.1		A – 8.6		A – 8.3		
No-Build Conditions	Weekday Morning	D 36.8	C 20.2	C 30.5	C 26.8	A 4.6	B 10.5	A 6.1	B 12.2	B 13.6
		C – 32.2		C – 28.4		B – 10.0		B – 12.0		
	Weekday Evening	D 36.3	C 20.5	C 30.8	C 29.3	A 5.5	B 10.2	A 5.7	A 10.0	B 11.6
		C – 30.9		C – 29.9		B – 10.1		A – 9.9		
Projected Conditions	Weekday Morning	D 36.8	C 20.2	C 30.5	C 26.8	A 4.7	B 10.6	A 6.1	B 12.3	B 13.6
		C – 32.2		C – 28.4		B – 10.1		B – 12.1		
	Weekday Evening	D 36.3	C 20.5	C 30.8	C 29.3	A 5.5	B 10.2	A 5.7	B 10.1	B 11.6
		C – 30.9		C – 29.9		B – 10.1		A – 10.0		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through										

Table 6

UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Meyers Road with 18th Street²				
• Northbound Left Turn	A	9.8	A	9.2
• Eastbound Approach	B	13.8	C	18.2
• Westbound Approach	A	9.9	C	20.7
• Southbound Left Turn	A	8.6	B	10.1
Renaissance Boulevard with Royce Boulevard³				
• Intersection Capacity Utilization (ICU)	A	23.1%	A	18.6%
LOS = Level of Service Delay is measured in seconds.		1 – One-way stop control 2 – Two-way stop control 3 – One-way yield control		

Table 7

UNSIGNALIZED – YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Meyers Road with 18th Street²				
• Northbound Left Turn	B	10.0	A	9.5
• Eastbound Approach	B	14.3	C	19.8
• Westbound Approach	B	10.0	C	23.4
• Southbound Left Turn	A	8.7	B	10.5
Renaissance Boulevard with Royce Boulevard³				
• Intersection Capacity Utilization (ICU)	A	23.2%	A	18.7%
LOS = Level of Service Delay is measured in seconds.		1 – One-way stop control 2 – Two-way stop control 3 – One-way yield control		

Table 8

UNSIGNALIZED – YEAR 2032 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Meyers Road with 18th Street²				
• Northbound Left Turn	B	10.0	A	9.5
• Eastbound Approach	B	14.6	C	19.8
• Westbound Approach	C	16.2	C	23.4
• Southbound Left Turn	A	8.8	B	10.5
Renaissance Boulevard with Royce Boulevard²				
• Northbound Left Turn	A	7.3	A	7.2
• Eastbound Approach	A	8.6	A	8.5
• Westbound Approach	A	9.5	A	9.3
• Southbound Left Turn	--	--	--	--
18th Street with East Proposed Access Drive¹				
• Northbound Approach	A	8.7	A	8.7
• Westbound Left Turn	A	7.2	A	7.3
18th Street with West Proposed Access Drive¹				
• Northbound Approach	A	8.9	A	8.9
• Westbound Left Turn	A	7.2	A	7.3
LOS = Level of Service Delay is measured in seconds.		1 – One-way stop control 2 – Two-way stop control 3 – One-way yield control		

Discussion and Recommendations

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

Meyers Road with 22nd Street/Regency Plaza Access Drive

The results of the capacity analyses indicate that this intersection currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. All movements operate at LOS D or better except for the southbound left-turn movement which operates at LOS E during the weekday morning peak hour. This is a result of the southbound left-turn movement operating within a protected phase only and not being called due to the low volume of vehicles performing the movement.

Under Year 2032 no-build and total projected conditions, the intersection and critical movements are projected to operate at existing levels of service 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.

Meyers Road with 16th Street

The results of the capacity analyses indicate that this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. All movements operate at LOS C or better except for the eastbound left-turn movement, which operates at LOS D during both peak hours. Under Year 2032 no-build and total projected conditions, the intersection and critical movements are projected to operate at existing levels of service 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.

Meyers Road with 18th Street

The results of the capacity analyses indicate that the northbound and southbound left-turn movements currently operate at LOS B or better and the eastbound and westbound approaches currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2032 no-build and total projected conditions, the critical movements are projected to continue to operate at existing levels of service during the 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.

Renaissance Boulevard with Royce Boulevard

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

*Residential Development
Oakbrook Terrace, Illinois*

Based on the ICU analysis, the intersection currently utilizes approximately 23 percent of the capacity of the intersection during the weekday morning peak hour and approximately 19 percent of its capacity during the weekday evening peak hour. Under Year 2032 no-build conditions, the intersection is projected to utilize the same amount of its capacity during both peak hours.

Under future conditions, and in order to manage the traffic flow more efficiently, the eastbound and westbound approaches should be placed under stop sign control. Under Year 2032 total projected conditions, the northbound and southbound left-turn movements and eastbound and westbound approaches are projected to operate at LOS A during both peak hours. As such, with the proposed traffic control improvements, this intersection will have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.

18th Street with Proposed Access Drives

Access to the development will be provided via two full-movement access drives off 18th Street located approximately 800 feet and 1,250 feet east of Meyers Road. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

Under Year 2032 total projected conditions, the results of the capacity analyses indicate that the northbound approaches and westbound left-turn movements are projected to operate at LOS A during the weekday morning and weekday evening peak hours. As such, these access drives will be sufficient in accommodating the traffic estimated to be generated by the proposed development.

6. Parking Evaluation

The following provides an evaluation of the proposed parking supply for the development which will contain 282 multi-family units and 384 parking spaces, for a ratio of 1.36 spaces per unit.

Parking Requirements per Village of Oakbrook Terrace Code of Ordinances

Based on the Village of Oakbrook Terrace Code of Ordinances, the proposed residential development requires 2.5 parking spaces per dwelling unit, thereby requiring 705 parking spaces. As such, per the Village Code, the development will have a deficit of approximately 321 parking spaces for residential uses.

However, the following methods of parking demand calculation are also used and show that the development will have adequate parking supply to meet its peak needs.

Parking Demand per ITE Rates

Based on the ITE *Parking Generation Manual*, 6th Edition, the proposed development is projected to generate the following demand:

- Mid-rise multi-family residences with one-bedroom units (Land-Use Code 218) have an average parking demand of 0.68 parking spaces per dwelling unit. An 85th percentile parking demand is not provided for this Land-Use Code.
- Mid-rise multi-family residences with units of two bedrooms or more (Land-Use Code 221) have an 85th percentile parking demand of 1.45 parking spaces per dwelling unit.

Given that the development is to include approximately 17 studio units and 156 one-bedroom units, which are considered one-bedroom units by ITE, approximately 118 parking spaces will be required per ITE LUC 218. The development will also include approximately 103 two-bedroom units, and six three-bedroom units, which when compared to LUC 221, have an expected parking demand of 158 parking spaces.

As such, per ITE, the development will have a total projected demand of 276 parking spaces. Compared with the provided residential parking of 384 parking spaces, this results in a surplus of 108 parking spaces.

Parking Demand per Parking Occupancy Surveys

KLOA, Inc. has previously conducted parking occupancy surveys at similar multi-family residential developments. The results of the surveys are summarized below.

AMLI Museum Gardens – Vernon Hills

A parking occupancy survey was conducted at the existing AMLI Museum Gardens apartment development located at 1175 Museum Boulevard in Vernon Hills, Illinois. The apartment development, which was constructed in 2004, contains 294 units (576 bedrooms) and provides a total of approximately 599 parking spaces (mixture of 189 parking garage spaces, 56 parking spaces in detached garages throughout the campus, and 354 surface parking spaces around the perimeter). The results of the parking occupancy survey indicated that the apartment development experienced a peak parking occupancy of 397 spaces at 10:00 P.M., which is a parking ratio of 1.45 spaces per occupied unit and 0.74 parking spaces per occupied bedroom. This parking ratio is inclusive of all residents and guest parking. It should be noted that at the time the parking occupancy surveys were conducted that the apartment units were 93 percent occupied (273 occupied units and approximately 536 occupied bedrooms).

Regency Place – Oakbrook Terrace

A parking occupancy survey was conducted at the existing Regency Place apartment development located at 2003 South Myers Road in Oakbrook Terrace, Illinois. The apartment development, which was constructed in 2006, contains 112 units (200 bedrooms) and provides a total of approximately 248 parking spaces (mixture of 182 parking garage spaces, 66 parking surface parking spaces around the perimeter). The results of the parking occupancy survey indicated that the apartment development experienced a peak parking occupancy of 167 spaces on Saturday which is a parking ratio of 1.49 spaces per occupied unit and 0.84 parking spaces per occupied bedroom. This parking ratio is inclusive of all resident and guest parking. It should be noted that at the time the parking occupancy surveys were conducted the apartment units were all filled.

One Oak Brook Commons – Oak Brook

Tenant parking rental data was provided for the existing One Oak Brook Commons apartment development located at 2150 McDonald Drive in Oak Brook, Illinois. The luxury apartment development, which opened in 2022, contains 250 units and provides a total of approximately 420 parking spaces. The parking spaces are rented independently of the apartment rentals. The provided data indicated that tenants rented spaces at an average ratio of 1.28 spaces per unit.

Proposed Development Demand per Similar Developments

Based on the results of the three parking occupancy surveys, the average parking ratio is 1.40 spaces per unit. Therefore, the proposed parking ratio of 1.36 parking spaces per unit is consistent with the results of the parking occupancy surveys.

7. Conclusion

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

- As proposed, the site will be developed with an apartment building containing 282 units and a surface parking lot providing 384 parking spaces.
- The results of the capacity analysis indicated that the existing external roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.
- The eastbound and westbound approaches at the intersection of Renaissance Boulevard with Royce Boulevard should be placed under stop sign control.
- Access to the development will be provided via two full-movement access drives off 18th Street located approximately 800 feet and 1,250 feet east of Meyers Road. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- Secondary access to the amenity space will be provided via two full-movement access drives off 18th Street located approximately 950 feet and 1,120 feet east of Meyers Road. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- The proposed 384 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed residential development based the following:
 - Published parking demand data by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 6th Edition.
 - Parking occupancy surveys of similar residential developments.

Appendix

Traffic Count Summary Sheets

Site Plan

ITE Trip Generation Sheets

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

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

Count Name: 22nd and meyers rd
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	22nd st Eastbound						22nd st Westbound						Meyers Rd Northbound						Meyers Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	20	0	41	0	61	0	2	0	1	0	3	0	29	51	0	0	80	0	1	61	20	0	82	226
6:45 AM	0	24	0	40	1	64	0	1	1	0	0	2	0	22	67	1	0	90	0	0	76	20	0	96	252
Hourly Total	0	44	0	81	1	125	0	3	1	1	0	5	0	51	118	1	0	170	0	1	137	40	0	178	478
7:00 AM	0	26	0	48	0	74	0	4	0	2	0	6	0	23	48	0	0	71	0	0	76	17	0	93	244
7:15 AM	0	35	0	62	0	97	0	1	0	1	0	2	0	30	77	0	0	107	0	0	129	30	0	159	365
7:30 AM	0	28	0	84	0	112	0	3	3	3	0	9	0	48	97	0	0	145	0	0	149	26	0	175	441
7:45 AM	0	33	0	77	0	110	0	3	0	2	0	5	0	48	111	0	0	159	0	1	123	36	0	160	434
Hourly Total	0	122	0	271	0	393	0	11	3	8	0	22	0	149	333	0	0	482	0	1	477	109	0	587	1484
8:00 AM	0	33	0	70	0	103	0	5	0	0	0	5	0	51	97	1	0	149	0	2	110	27	0	139	396
8:15 AM	0	39	0	83	0	122	0	5	1	0	0	6	0	46	110	0	0	156	1	0	130	33	0	164	448
8:30 AM	0	33	0	79	0	112	0	3	0	0	0	3	0	58	111	0	0	169	0	1	155	33	0	189	473
8:45 AM	0	27	2	88	0	117	0	7	0	2	0	9	0	57	114	2	0	173	0	4	133	33	0	170	469
Hourly Total	0	132	2	320	0	454	0	20	1	2	0	23	0	212	432	3	0	647	1	7	528	126	0	662	1786
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	75	6	116	0	197	0	5	2	3	0	10	0	79	146	4	0	229	0	5	124	37	0	166	602
4:15 PM	0	78	1	109	0	188	0	6	2	0	0	8	0	76	176	2	0	254	0	4	123	48	0	175	625
4:30 PM	0	91	4	116	0	211	0	3	2	1	0	6	0	101	179	6	1	286	0	5	152	38	0	195	698
4:45 PM	0	71	1	86	0	158	0	5	4	2	1	11	0	94	152	11	2	257	0	5	148	52	0	205	631
Hourly Total	0	315	12	427	0	754	0	19	10	6	1	35	0	350	653	23	3	1026	0	19	547	175	0	741	2556
5:00 PM	0	66	6	138	0	210	0	4	0	3	1	7	0	108	151	14	0	273	0	5	139	64	0	208	698
5:15 PM	0	75	1	115	0	191	0	4	3	1	0	8	0	133	137	7	0	277	1	5	142	43	0	191	667
5:30 PM	1	66	1	102	0	170	0	3	0	3	0	6	0	84	141	12	0	237	0	3	146	53	0	202	615
5:45 PM	0	54	2	77	1	133	0	5	2	6	0	13	0	70	134	12	0	216	1	5	124	59	0	189	551
Hourly Total	1	261	10	432	1	704	0	16	5	13	1	34	0	395	563	45	0	1003	2	18	551	219	0	790	2531
6:00 PM	0	61	2	90	0	153	0	7	4	5	1	16	0	62	118	6	0	186	0	1	141	38	0	180	535
6:15 PM	0	36	5	86	1	127	0	4	3	3	0	10	0	44	126	2	0	172	0	4	105	35	0	144	453
Grand Total	1	971	31	1707	3	2710	0	80	27	38	3	145	0	1263	2343	80	3	3686	3	51	2486	742	0	3282	9823
Approach %	0.0	35.8	1.1	63.0	-	-	0.0	55.2	18.6	26.2	-	-	0.0	34.3	63.6	2.2	-	-	0.1	1.6	75.7	22.6	-	-	-
Total %	0.0	9.9	0.3	17.4	-	27.6	0.0	0.8	0.3	0.4	-	1.5	0.0	12.9	23.9	0.8	-	37.5	0.0	0.5	25.3	7.6	-	33.4	-
Lights	1	958	31	1691	-	2681	0	80	27	38	-	145	0	1254	2304	79	-	3637	3	51	2456	728	-	3238	9701
% Lights	100.0	98.7	100.0	99.1	-	98.9	-	100.0	100.0	100.0	-	100.0	-	99.3	98.3	98.8	-	98.7	100.0	100.0	98.8	98.1	-	98.7	98.8
Buses	0	9	0	1	-	10	0	0	0	0	-	0	0	1	7	0	-	8	0	0	9	10	-	19	37
% Buses	0.0	0.9	0.0	0.1	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.1	0.3	0.0	-	0.2	0.0	0.0	0.4	1.3	-	0.6	0.4
Single-Unit Trucks	0	4	0	14	-	18	0	0	0	0	-	0	0	8	26	0	-	34	0	0	15	4	-	19	71
% Single-Unit Trucks	0.0	0.4	0.0	0.8	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.6	1.1	0.0	-	0.9	0.0	0.0	0.6	0.5	-	0.6	0.7

Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	6	0	-	6	0	0	5	0	-	5	12
% Articulated Trucks	0.0	0.0	0.0	0.1	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.3	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

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

Count Name: 22nd and meyers rd

Site Code:

Start Date: 06/23/2026

Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

[illegible]



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Count Name: 22nd and meyers rd
Site Code:
Start Date: 06/23/2026
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	22nd st Eastbound						22nd st Westbound						Meyers Rd Northbound						Meyers Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	78	1	109	0	188	0	6	2	0	0	8	0	76	176	2	0	254	0	4	123	48	0	175	625
4:30 PM	0	91	4	116	0	211	0	3	2	1	0	6	0	101	179	6	1	286	0	5	152	38	0	195	698
4:45 PM	0	71	1	86	0	158	0	5	4	2	1	11	0	94	152	11	2	257	0	5	148	52	0	205	631
5:00 PM	0	66	6	138	0	210	0	4	0	3	1	7	0	108	151	14	0	273	0	5	139	64	0	208	698
Total	0	306	12	449	0	767	0	18	8	6	2	32	0	379	658	33	3	1070	0	19	562	202	0	783	2652
Approach %	0.0	39.9	1.6	58.5	-	-	0.0	56.3	25.0	18.8	-	-	0.0	35.4	61.5	3.1	-	-	0.0	2.4	71.8	25.8	-	-	-
Total %	0.0	11.5	0.5	16.9	-	28.9	0.0	0.7	0.3	0.2	-	1.2	0.0	14.3	24.8	1.2	-	40.3	0.0	0.7	21.2	7.6	-	29.5	-
PHF	0.000	0.841	0.500	0.813	-	0.909	0.000	0.750	0.500	0.500	-	0.727	0.000	0.877	0.919	0.589	-	0.935	0.000	0.950	0.924	0.789	-	0.941	0.950
Lights	0	303	12	444	-	759	0	18	8	6	-	32	0	378	651	33	-	1062	0	19	560	198	-	777	2630
% Lights	-	99.0	100.0	98.9	-	99.0	-	100.0	100.0	100.0	-	100.0	-	99.7	98.9	100.0	-	99.3	-	100.0	99.6	98.0	-	99.2	99.2
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	2	-	2	6
% Buses	-	1.0	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	0.0	0.0	1.0	-	0.3	0.2
Single-Unit Trucks	0	0	0	5	-	5	0	0	0	0	-	0	0	1	5	0	-	6	0	0	1	2	-	3	14
% Single-Unit Trucks	-	0.0	0.0	1.1	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.3	0.8	0.0	-	0.6	-	0.0	0.2	1.0	-	0.4	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
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Count Name: Meyers Rd and 16th st
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	16th st Eastbound						16th st Westbound						Meyers Rd Northbound						Meyers Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	13	0	1	0	14	0	2	0	1	0	3	0	0	53	2	0	55	0	1	75	4	0	80	152
6:45 AM	0	14	1	1	1	16	0	0	0	2	0	2	0	3	55	1	0	59	0	1	107	5	0	113	190
Hourly Total	0	27	1	2	1	30	0	2	0	3	0	5	0	3	108	3	0	114	0	2	182	9	0	193	342
7:00 AM	0	9	0	2	0	11	0	2	1	0	0	3	0	1	62	3	0	66	0	1	74	6	0	81	161
7:15 AM	0	9	1	2	0	12	0	2	1	2	0	5	0	1	97	3	0	101	0	1	143	13	1	157	275
7:30 AM	0	17	3	0	0	20	0	3	0	3	0	6	0	2	90	4	0	96	0	3	186	9	0	198	320
7:45 AM	0	24	0	6	0	30	0	1	5	1	0	7	0	4	91	8	0	103	0	2	142	16	0	160	300
Hourly Total	0	59	4	10	0	73	0	8	7	6	0	21	0	8	340	18	0	366	0	7	545	44	1	596	1056
8:00 AM	0	20	0	5	0	25	0	5	5	3	0	13	0	4	89	6	0	99	0	6	141	12	0	159	296
8:15 AM	0	9	1	2	0	12	0	5	1	7	0	13	0	5	92	4	0	101	0	6	172	10	0	188	314
8:30 AM	0	22	3	5	1	30	0	7	2	4	0	13	0	8	101	1	0	110	0	4	185	17	0	206	359
8:45 AM	0	30	4	12	0	46	1	6	1	8	0	16	0	24	105	4	0	133	0	8	163	39	0	210	405
Hourly Total	0	81	8	24	1	113	1	23	9	22	0	55	0	41	387	15	0	443	0	24	661	78	0	763	1374
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	5	0	1	28	0	2	1	3	0	6	0	9	210	6	0	225	0	3	147	15	3	165	424
4:15 PM	0	9	1	2	1	12	0	4	0	4	0	8	0	16	238	5	0	259	0	5	164	20	2	189	468
4:30 PM	0	23	1	6	0	30	0	2	2	3	0	7	0	4	246	9	0	259	0	3	156	21	0	180	476
4:45 PM	0	20	3	13	2	36	0	4	5	4	0	13	0	3	243	5	0	251	0	4	164	12	1	180	480
Hourly Total	0	75	10	21	4	106	0	12	8	14	0	34	0	32	937	25	0	994	0	15	631	68	6	714	1848
5:00 PM	0	22	5	8	0	35	0	7	3	5	0	15	0	5	228	8	0	241	0	7	156	25	0	188	479
5:15 PM	0	11	1	3	2	15	0	3	1	2	0	6	0	3	204	6	0	213	0	8	168	38	0	214	448
5:30 PM	0	13	0	11	0	24	0	6	1	7	0	14	0	7	201	2	0	210	0	5	180	24	0	209	457
5:45 PM	0	17	2	6	0	25	0	3	2	1	0	6	0	8	171	9	0	188	0	3	179	20	0	202	421
Hourly Total	0	63	8	28	2	99	0	19	7	15	0	41	0	23	804	25	0	852	0	23	683	107	0	813	1805
6:00 PM	0	17	0	3	0	20	0	5	2	3	0	10	0	7	167	7	1	181	0	2	172	21	0	195	406
6:15 PM	0	17	0	4	1	21	0	6	0	1	0	7	0	8	141	9	0	158	0	0	142	13	0	155	341
Grand Total	0	339	31	92	9	462	1	75	33	64	0	173	0	122	2884	102	1	3108	0	73	3016	340	7	3429	7172
Approach %	0.0	73.4	6.7	19.9	-	-	0.6	43.4	19.1	37.0	-	-	0.0	3.9	92.8	3.3	-	-	0.0	2.1	88.0	9.9	-	-	-
Total %	0.0	4.7	0.4	1.3	-	6.4	0.0	1.0	0.5	0.9	-	2.4	0.0	1.7	40.2	1.4	-	43.3	0.0	1.0	42.1	4.7	-	47.8	-
Lights	0	333	29	91	-	453	1	75	31	63	-	170	0	119	2843	100	-	3062	0	65	2980	334	-	3379	7064
% Lights	-	98.2	93.5	98.9	-	98.1	100.0	100.0	93.9	98.4	-	98.3	-	97.5	98.6	98.0	-	98.5	-	89.0	98.8	98.2	-	98.5	98.5
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	0	16	0	-	16	0	0	19	1	-	20	38
% Buses	-	0.3	0.0	1.1	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	0.0	0.6	0.3	-	0.6	0.5
Single-Unit Trucks	0	3	1	0	-	4	0	0	1	1	-	2	0	1	22	1	-	24	0	1	12	3	-	16	46
% Single-Unit Trucks	-	0.9	3.2	0.0	-	0.9	0.0	0.0	3.0	1.6	-	1.2	-	0.8	0.8	1.0	-	0.8	-	1.4	0.4	0.9	-	0.5	0.6

Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	2	3	1	-	6	0	0	4	1	-	5	13
% Articulated Trucks	-	0.6	0.0	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	1.6	0.1	1.0	-	0.2	-	0.0	0.1	0.3	-	0.1	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	7	1	1	-	9	11
% Bicycles on Road	-	0.0	3.2	0.0	-	0.2	0.0	0.0	3.0	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	9.6	0.0	0.3	-	0.3	0.2
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Rosemont, Illinois, United States 60018
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Count Name: Meyers Rd and 16th st

Site Code:

Start Date: 06/23/2026

Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

[illegible]

[illegible]



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

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

Count Name: meyers rd and 18th st
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	18th st Eastbound						18th st Westbound						Meyers Rd Northbound						Meyers Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	5	0	5	0	10	0	0	0	2	0	2	0	0	47	4	0	51	0	0	79	0	0	79	142
6:45 AM	0	1	1	2	0	4	0	1	0	0	0	1	0	1	58	3	0	62	0	5	106	0	0	111	178
Hourly Total	0	6	1	7	0	14	0	1	0	2	0	3	0	1	105	7	0	113	0	5	185	0	0	190	320
7:00 AM	0	4	0	4	1	8	0	0	0	1	0	1	0	0	60	7	0	67	0	3	79	1	0	83	159
7:15 AM	0	2	0	6	0	8	0	0	0	0	0	0	0	1	102	5	0	108	0	3	148	0	0	151	267
7:30 AM	0	4	0	5	0	9	0	0	0	0	0	0	0	3	105	16	0	124	0	4	182	0	0	186	319
7:45 AM	0	2	0	4	0	6	0	0	0	0	0	0	0	1	112	8	0	121	0	11	135	2	0	148	275
Hourly Total	0	12	0	19	1	31	0	0	0	1	0	1	0	5	379	36	0	420	0	21	544	3	0	568	1020
8:00 AM	0	1	0	6	0	7	0	0	0	0	0	0	0	1	108	8	0	117	0	7	141	1	0	149	273
8:15 AM	0	4	0	7	0	11	0	0	0	1	0	1	0	1	109	11	0	121	0	8	172	1	0	181	314
8:30 AM	0	1	1	6	0	8	0	0	0	0	0	0	0	1	108	4	0	113	0	6	186	1	0	193	314
8:45 AM	0	2	0	1	0	3	0	0	0	1	0	1	0	3	139	4	0	146	0	9	180	2	0	191	341
Hourly Total	0	8	1	20	0	29	0	0	0	2	0	2	0	6	464	27	0	497	0	30	679	5	0	714	1242
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	0	1	0	4	0	4	0	9	0	13	0	3	220	0	0	223	0	1	141	5	0	147	387
4:15 PM	0	2	0	0	1	2	0	4	5	6	0	15	0	3	258	2	0	263	0	0	169	3	0	172	452
4:30 PM	0	2	0	1	0	3	0	6	1	11	0	18	0	4	245	1	0	250	0	1	171	1	0	173	444
4:45 PM	0	3	4	4	2	11	0	5	0	6	0	11	0	1	243	0	0	244	0	0	190	3	0	193	459
Hourly Total	0	10	4	6	3	20	0	19	6	32	0	57	0	11	966	3	0	980	0	2	671	12	0	685	1742
5:00 PM	0	2	0	2	0	4	0	11	0	17	0	28	0	1	205	0	0	206	0	0	167	6	0	173	411
5:15 PM	0	2	0	4	0	6	0	6	0	5	0	11	0	6	189	0	0	195	0	0	174	3	0	177	389
5:30 PM	0	2	0	4	0	6	0	4	0	2	0	6	0	5	180	2	0	187	0	1	197	2	0	200	399
5:45 PM	0	2	1	3	0	6	0	2	0	6	0	8	0	3	180	2	0	185	0	1	183	5	0	189	388
Hourly Total	0	8	1	13	0	22	0	23	0	30	0	53	0	15	754	4	0	773	0	2	721	16	0	739	1587
6:00 PM	0	1	1	1	0	3	0	1	0	7	0	8	1	5	163	4	0	173	0	2	169	1	0	172	356
6:15 PM	0	1	0	3	0	4	0	3	0	3	0	6	0	0	143	0	0	143	0	0	142	2	0	144	297
Grand Total	0	46	8	69	4	123	0	47	6	77	0	130	1	43	2974	81	0	3099	0	62	3111	39	0	3212	6564
Approach %	0.0	37.4	6.5	56.1	-	-	0.0	36.2	4.6	59.2	-	-	0.0	1.4	96.0	2.6	-	-	0.0	1.9	96.9	1.2	-	-	-
Total %	0.0	0.7	0.1	1.1	-	1.9	0.0	0.7	0.1	1.2	-	2.0	0.0	0.7	45.3	1.2	-	47.2	0.0	0.9	47.4	0.6	-	48.9	-
Lights	0	46	4	66	-	116	0	47	1	74	-	122	1	41	2927	79	-	3048	0	62	3076	38	-	3176	6462
% Lights	-	100.0	50.0	95.7	-	94.3	-	100.0	16.7	96.1	-	93.8	100.0	95.3	98.4	97.5	-	98.4	-	100.0	98.9	97.4	-	98.9	98.4
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	17	0	-	17	0	0	21	0	-	21	39
% Buses	-	0.0	0.0	1.4	-	0.8	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.7	0.0	-	0.7	0.6
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	3	-	3	0	2	25	2	-	29	0	0	12	1	-	13	47
% Single-Unit Trucks	-	0.0	0.0	2.9	-	1.6	-	0.0	0.0	3.9	-	2.3	0.0	4.7	0.8	2.5	-	0.9	-	0.0	0.4	2.6	-	0.4	0.7

[illegible]



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Count Name: meyers rd and 18th st

Site Code:

Start Date: 06/23/2026

Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

[illegible]

[illegible]



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

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

Count Name: Royce Blvd and Renaissance Blvd
TMC
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	Royce Blvd Eastbound						Royce Blvd Westbound						Renaissance Blvd Northbound						Renaissance Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	0	2	1	0	3	0	0	0	0	0	0	11
6:45 AM	0	0	1	1	1	2	0	4	1	0	0	5	0	1	3	3	0	7	0	0	1	0	1	1	15
Hourly Total	0	0	1	1	1	2	0	11	2	0	0	13	0	1	5	4	0	10	0	0	1	0	1	1	26
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	2	3	2	0	8	0	0	2	0	0	2	13
7:15 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	2	0	2	0	4	0	0	4	0	0	4	16
7:30 AM	0	0	0	1	0	1	0	10	1	1	0	12	0	2	0	1	0	3	0	0	5	1	1	6	22
7:45 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	1	1	2	2	4	0	0	1	0	1	1	13
Hourly Total	0	0	0	1	0	1	0	27	3	1	0	31	1	7	4	7	2	19	0	0	12	1	2	13	64
8:00 AM	0	0	1	0	0	1	1	6	3	0	0	10	0	7	0	0	1	7	0	0	1	0	0	1	19
8:15 AM	0	2	0	1	0	3	0	6	0	1	0	7	0	9	2	1	0	12	0	0	2	0	0	2	24
8:30 AM	0	1	0	1	0	2	0	4	1	0	0	5	0	7	1	1	0	9	0	0	1	1	1	2	18
8:45 AM	0	1	0	0	0	1	0	10	1	0	0	11	0	7	0	1	0	8	0	0	1	0	0	1	21
Hourly Total	0	4	1	2	0	7	1	26	5	1	0	33	0	30	3	3	1	36	0	0	5	1	1	6	82
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	8	1	9	0	5	0	0	0	5	1	1	1	1	1	4	0	0	1	0	0	1	19
4:15 PM	0	0	0	5	0	5	0	7	0	0	0	7	0	0	2	4	0	6	0	0	0	0	0	0	18
4:30 PM	0	0	1	6	0	7	0	8	0	0	0	8	0	1	2	6	0	9	0	0	2	0	2	2	26
4:45 PM	0	0	0	3	0	3	1	9	0	0	0	10	1	2	4	9	0	16	0	0	0	0	0	0	29
Hourly Total	0	0	2	22	1	24	1	29	0	0	0	30	2	4	9	20	1	35	0	0	3	0	2	3	92
5:00 PM	0	1	1	8	0	10	0	8	0	0	0	8	0	0	1	3	0	4	0	0	3	0	1	3	25
5:15 PM	0	0	1	8	0	9	0	5	0	0	0	5	0	1	0	3	1	4	0	0	0	0	2	0	18
5:30 PM	0	0	1	2	0	3	0	7	0	5	0	12	0	7	1	5	0	13	2	0	5	0	0	7	35
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	9	0	9	0	0	2	0	0	2	15
Hourly Total	0	1	3	18	0	22	0	24	0	5	0	29	0	8	2	20	1	30	2	0	10	0	3	12	93
6:00 PM	0	0	1	0	0	1	0	6	1	1	0	8	0	0	5	3	0	8	0	0	1	1	1	2	19
6:15 PM	0	0	0	1	0	1	0	3	1	0	1	4	0	0	1	8	0	9	0	0	1	0	0	1	15
Grand Total	0	5	8	45	2	58	2	126	12	8	1	148	3	50	29	65	5	147	2	0	33	3	10	38	391
Approach %	0.0	8.6	13.8	77.6	-	-	1.4	85.1	8.1	5.4	-	-	2.0	34.0	19.7	44.2	-	-	5.3	0.0	86.8	7.9	-	-	-
Total %	0.0	1.3	2.0	11.5	-	14.8	0.5	32.2	3.1	2.0	-	37.9	0.8	12.8	7.4	16.6	-	37.6	0.5	0.0	8.4	0.8	-	9.7	-
Lights	0	5	8	43	-	56	2	122	11	2	-	137	3	44	29	62	-	138	0	0	28	2	-	30	361
% Lights	-	100.0	100.0	95.6	-	96.6	100.0	96.8	91.7	25.0	-	92.6	100.0	88.0	100.0	95.4	-	93.9	0.0	-	84.8	66.7	-	78.9	92.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	2	-	2	0	4	0	0	-	4	0	1	0	3	-	4	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	0.0	4.4	-	3.4	0.0	3.2	0.0	0.0	-	2.7	0.0	2.0	0.0	4.6	-	2.7	0.0	-	0.0	0.0	-	0.0	2.6

Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	6	-	7	0	5	0	0	-	5	2	0	5	1	-	8
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	8.3	75.0	-	4.7	0.0	10.0	0.0	0.0	-	3.4	100.0	-	15.2	33.3	-	21.1
Pedestrians	-	-	-	-	2	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	10	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



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

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

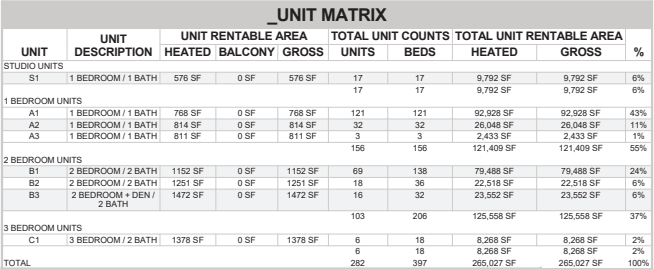
Count Name: Royce Blvd and Renaissance Blvd
TMC
Site Code:
Start Date: 06/23/2026
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Royce Blvd Eastbound						Royce Blvd Westbound						Renaissance Blvd Northbound						Renaissance Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	1	0	0	1	1	6	3	0	0	10	0	7	0	0	1	7	0	0	1	0	0	1	19
8:15 AM	0	2	0	1	0	3	0	6	0	1	0	7	0	9	2	1	0	12	0	0	2	0	0	2	24
8:30 AM	0	1	0	1	0	2	0	4	1	0	0	5	0	7	1	1	0	9	0	0	1	1	1	2	18
8:45 AM	0	1	0	0	0	1	0	10	1	0	0	11	0	7	0	1	0	8	0	0	1	0	0	1	21
Total	0	4	1	2	0	7	1	26	5	1	0	33	0	30	3	3	1	36	0	0	5	1	1	6	82
Approach %	0.0	57.1	14.3	28.6	-	-	3.0	78.8	15.2	3.0	-	-	0.0	83.3	8.3	8.3	-	-	0.0	0.0	83.3	16.7	-	-	-
Total %	0.0	4.9	1.2	2.4	-	8.5	1.2	31.7	6.1	1.2	-	40.2	0.0	36.6	3.7	3.7	-	43.9	0.0	0.0	6.1	1.2	-	7.3	-
PHF	0.000	0.500	0.250	0.500	-	0.583	0.250	0.650	0.417	0.250	-	0.750	0.000	0.833	0.375	0.750	-	0.750	0.000	0.000	0.625	0.250	-	0.750	0.854
Lights	0	4	1	2	-	7	1	25	5	1	-	32	0	30	3	3	-	36	0	0	5	1	-	6	81
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	96.2	100.0	100.0	-	97.0	-	100.0	100.0	100.0	-	100.0	-	-	100.0	100.0	-	100.0	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	3.8	0.0	0.0	-	3.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Start Time	Royce Blvd Eastbound						Royce Blvd Westbound						Renaissance Blvd Northbound						Renaissance Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	0	0	5	0	5	0	7	0	0	0	7	0	0	2	4	0	6	0	0	0	0	0	0	18
4:30 PM	0	0	1	6	0	7	0	8	0	0	0	8	0	1	2	6	0	9	0	0	2	0	2	2	26
4:45 PM	0	0	0	3	0	3	1	9	0	0	0	10	1	2	4	9	0	16	0	0	0	0	0	0	29
5:00 PM	0	1	1	8	0	10	0	8	0	0	0	8	0	0	1	3	0	4	0	0	3	0	1	3	25
Total	0	1	2	22	0	25	1	32	0	0	0	33	1	3	9	22	0	35	0	0	5	0	3	5	98
Approach %	0.0	4.0	8.0	88.0	-	-	3.0	97.0	0.0	0.0	-	-	2.9	8.6	25.7	62.9	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	1.0	2.0	22.4	-	25.5	1.0	32.7	0.0	0.0	-	33.7	1.0	3.1	9.2	22.4	-	35.7	0.0	0.0	5.1	0.0	-	5.1	-
PHF	0.000	0.250	0.500	0.688	-	0.625	0.250	0.889	0.000	0.000	-	0.825	0.250	0.375	0.563	0.611	-	0.547	0.000	0.000	0.417	0.000	-	0.417	0.845
Lights	0	1	2	22	-	25	1	32	0	0	-	33	1	3	9	20	-	33	0	0	5	0	-	5	96
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	90.9	-	94.3	-	-	100.0	-	-	100.0	98.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	2	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	9.1	-	5.7	-	-	0.0	-	-	0.0	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan



SICULAR PARKING SCHEDULE				
TYPE	CODE	WIDTH	LENGTH	QUANTITY
STANDARD	STND	9' - 0"	19' - 0"	4
ADA ACCESSIBLE - VAN	VAN	9' - 0"	19' - 0"	3
STANDARD	STND	9' - 0"	19' - 0"	335
ADA ACCESSIBLE	ADA	9' - 0"	19' - 0"	6
STANDARD	STND	9' - 0"	19' - 0"	36
				384
				384

VEHICULAR PARKING SCHEDULE						
DESIGNATION	TYPE	CODE	WIDTH	LENGTH	QUANTITY	
LEVEL 1						
LEASING	STANDARD	STND	9' - 0"	19' - 0"	4	
LEASING	ADA ACCESSIBLE - VAN	STND	9' - 0"	19' - 0"	3	
SURFACE	STANDARD	STND	9' - 0"	19' - 0"	335	
SURFACE	ADA ACCESSIBLE	ADA	9' - 0"	19' - 0"	6	
TUCK-UNDER	STANDARD	STND	9' - 0"	19' - 0"	36	
TOTAL PARKING:					384	
					384	



PROJECT: 2665002

18TH STREET
OAKBROOK TERRACE, IL 60501

DRAWN **CHECKED**
 Author Checker
DESIGN SEAL

SHEET NAME
ARCHITECTURAL
SITE PLAN

SHEET NUMBER
A00.11
NOT FOR CONSTRUCTION

ITE Trip Generation Sheets

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

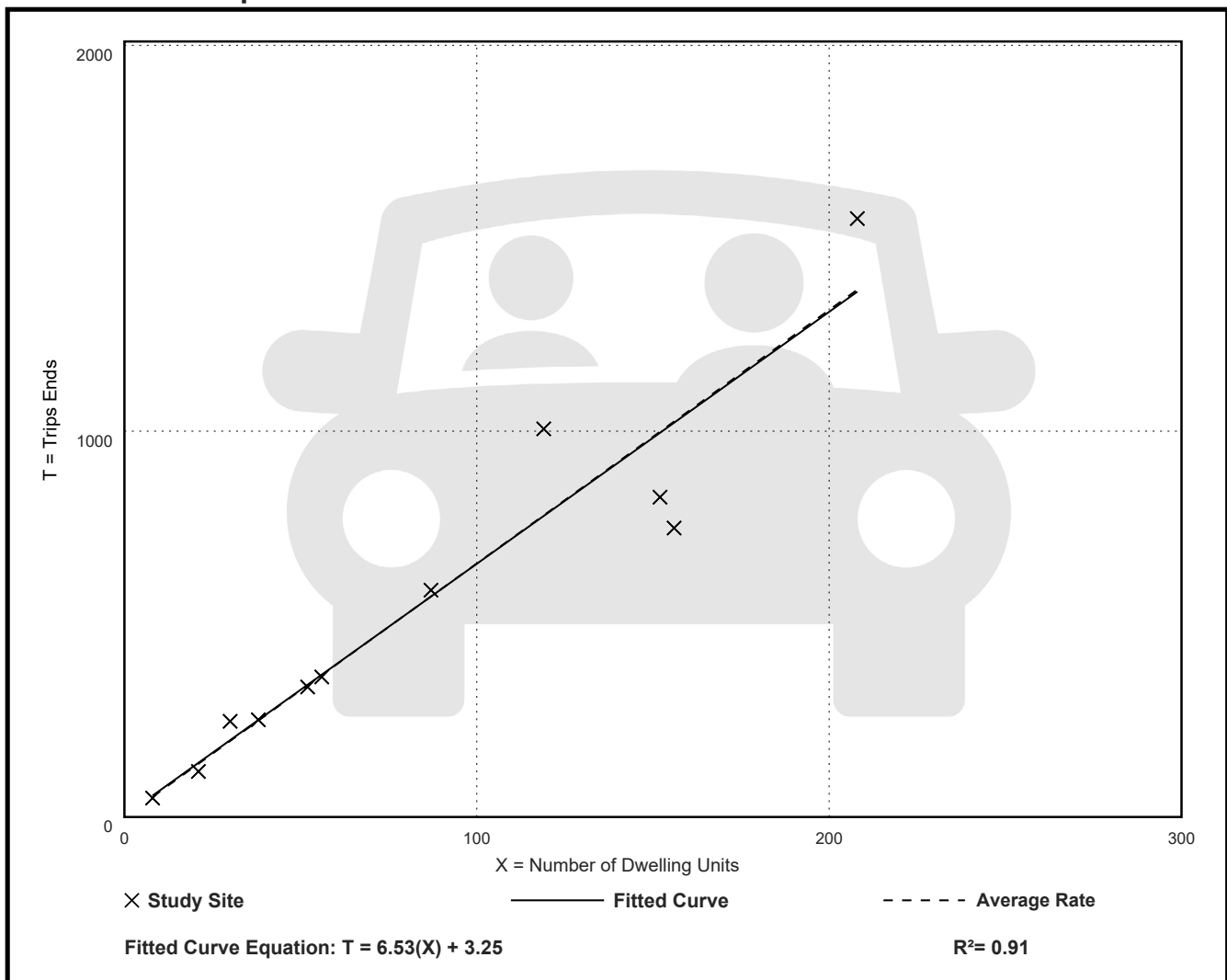
Avg. Num. of Dwelling Units: 84

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

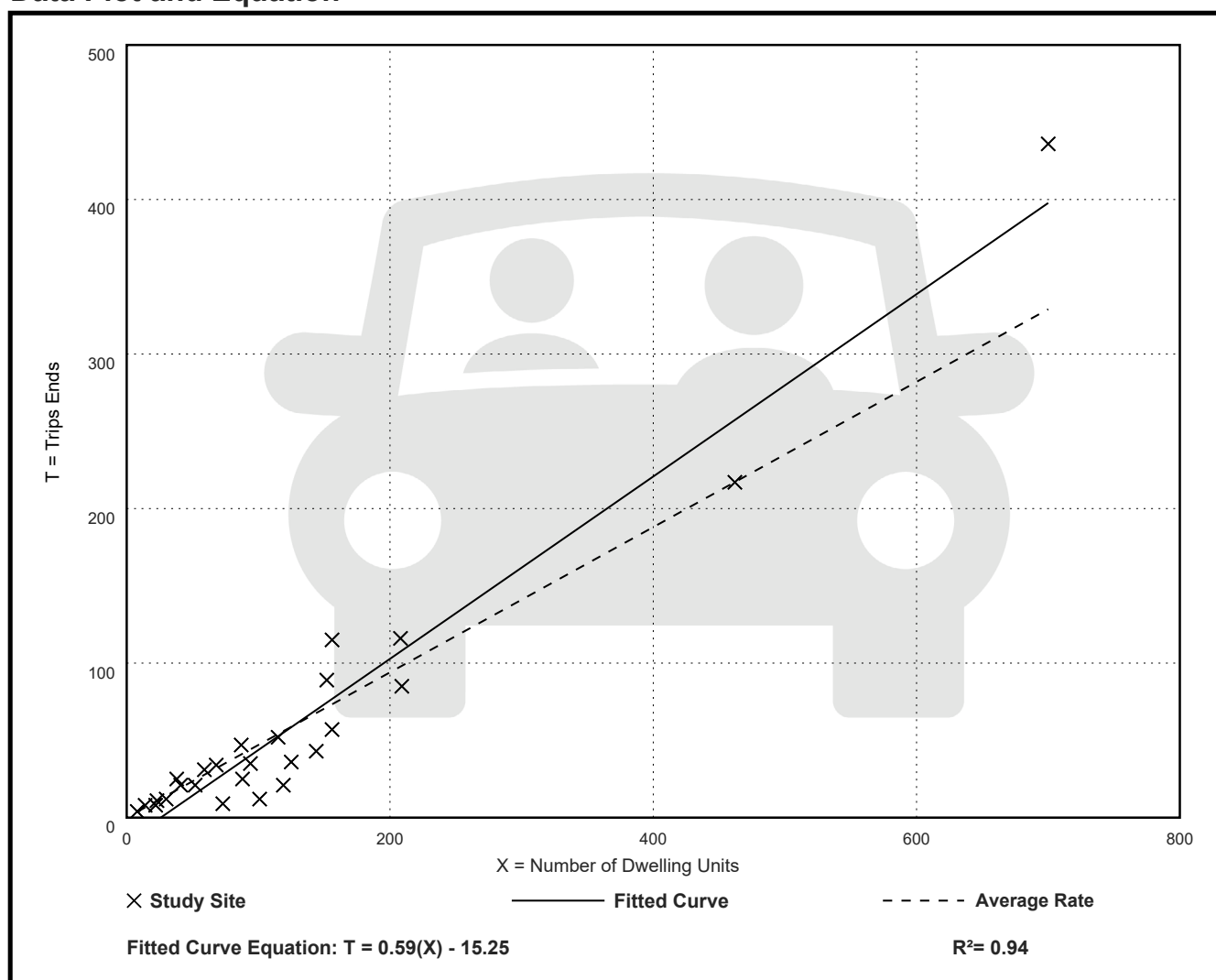
Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

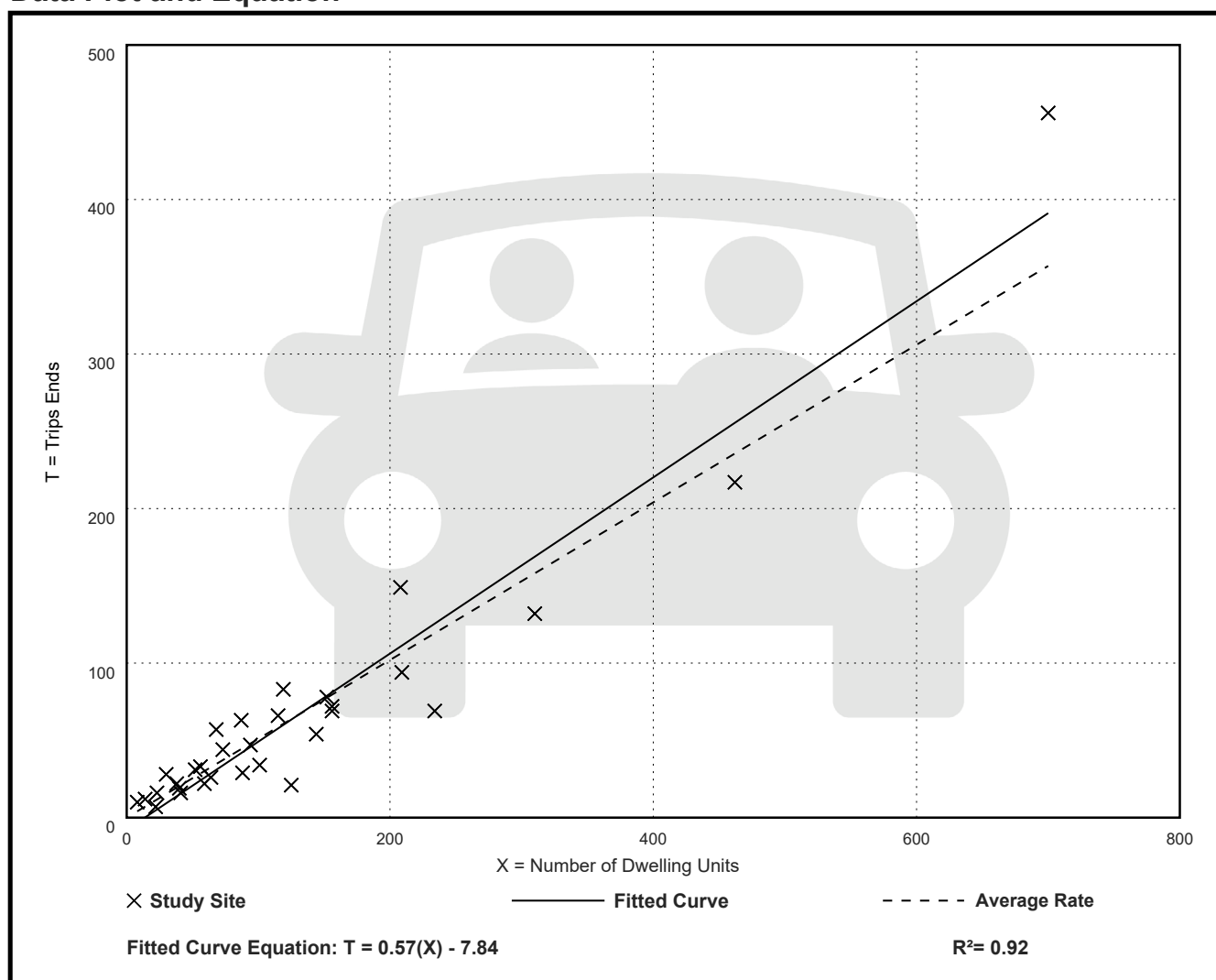
Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



CMAP 2050 Projections Letter



June 16, 2026

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

Subject: 22nd Street at Meyers Road
IDOT

Dear Ms. May:

In response to a request made on your behalf dated June 16, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
22 nd Street at Meyers Road	11,100	13,000
Meyers Road at 22 nd Street	14,800	17,300

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)
S:\AdminGroups\ResearchAnalysis\2026_TrafficForecasts\Forecastletters_2026_c25q4.docx

TRAFFIC FORECAST RECORD

Record Number: du-39-26

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization Requestion Forecast: Kenig, Lindgren, O'Hare, Aboona, Inc. (KLOA Inc.)

Contact: Ryan May

Email or Phone: rmay@kloainc.com

Sponsor: IDOT

Date request was received: June 9, 2026

Date that response was emailed: June 16, 2026

Facility Location: 22nd Street at Meyers Road

Municipality: Oakbrook Terrace

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
Existing Weekday Morning Peak Hour

Intersection Capacity Utilization

4: Renaissance Boulevard & Royce Boulevard

07/20/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1	2	26	5	1	30	3	3	0	5	1
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	7	0	0	32	0	0	36	0	0	6	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3364	0	0	3454	0	0	3424	0	0	3527	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	No			No			No			No		
Reference Time (s)	0.0			0.0			0.0			0.0		
Adj Reference Time (s)	0.0			0.0			0.0			0.0		
Permitted Option												
Adj Saturation A (vph)	0	112		0	115		0	114		0	1764	
Reference Time A (s)	0.0	4.3		0.0	27.1		0.0	31.5		0.0	0.2	
Adj Saturation B (vph)	0	1628		0	1764		0	1673		0	3527	
Reference Time B (s)	8.3	4.4		9.7	5.0		10.0	5.4		0.0	0.2	
Reference Time (s)	4.3			9.7			10.0			0.2		
Adj Reference Time (s)	8.3			13.7			14.0			8.0		
Split Option												
Ref Time Combined (s)	0.0	0.2		0.0	1.1		0.0	1.3		0.0	0.2	
Ref Time Seperate (s)	0.3	0.0		1.7	0.2		2.0	0.1		0.0	0.2	
Reference Time (s)	0.3	0.3		1.7	1.7		2.0	2.0		0.2	0.2	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	13.7		14.0									
Split Option (s)	16.0		16.0									
Minimum (s)	13.7		14.0		27.7							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			23.1%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	2	320	20	1	2	212	432	3	7	528	126
Future Volume (vph)	132	2	320	20	1	2	212	432	3	7	528	126
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.971	
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3443	0
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			340			164		1			32	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			568			1403	
Travel Time (s)		11.1			5.7			11.1			27.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%	2%	1%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	71	71	340	21	1	2	226	463	0	7	696	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	11.4	11.4	11.4	6.6	6.6	6.6	11.9	68.5		6.0	53.2	
Actuated g/C Ratio	0.11	0.11	0.11	0.07	0.07	0.07	0.12	0.69		0.06	0.53	
v/c Ratio	0.36	0.36	0.70	0.18	0.01	0.01	0.56	0.19		0.06	0.38	
Control Delay (s/veh)	45.3	45.3	13.1	47.0	43.0	0.0	46.5	8.3		60.6	7.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.3	45.3	13.1	47.0	43.0	0.0	46.5	8.3		60.6	7.9	
LOS	D	D	B	D	D	A	D	A		E	A	
Approach Delay (s/veh)		22.6			42.9			20.8			8.4	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	44	44	0	13	1	0	72	34		4	38	
Queue Length 95th (ft)	87	87	81	36	6	0	107	131		m14	52	

26-201 - Residential Development - Oakbrook Terrace
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		490			130			488			1323	
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	257	258	528	144	160	280	652	2399		252	1847	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.28	0.64	0.15	0.01	0.01	0.35	0.19		0.03	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 17.0

Intersection LOS: B

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive



Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	8	24	23	9	22	41	387	15	24	661	78
Future Volume (vph)	81	8	24	23	9	22	41	387	15	24	661	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.886			0.895			0.994			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1683	0	1805	1647	0	1770	3504	0	1805	3510	0
Flt Permitted	0.476			0.909			0.290			0.481		
Satd. Flow (perm)	853	1683	0	1727	1647	0	540	3504	0	914	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			26			5			14	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	0%	11%	0%	2%	2%	13%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	37	0	27	37	0	48	473	0	28	870	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		20.0%	45.0%		15.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	18.3	9.7		12.4	6.6		73.7	68.3		73.0	68.0	
Actuated g/C Ratio	0.18	0.10		0.12	0.07		0.74	0.68		0.73	0.68	
v/c Ratio	0.39	0.20		0.12	0.28		0.10	0.20		0.04	0.36	
Control Delay (s/veh)	36.7	20.7		30.7	27.2		4.3	10.3		6.0	11.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.7	20.7		30.7	27.2		4.3	10.3		6.0	11.2	
LOS	D	C		C	C		A	B		A	B	
Approach Delay (s/veh)		32.2			28.6			9.7			11.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	52	5		14	7		10	93		5	155	
Queue Length 95th (ft)	85	31		31	37		8	78		15	224	

26-201 - Residential Development - Oakbrook Terrace
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		208			217			1181			303	
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	320	342		295	252		605	2395		788	2389	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.11		0.09	0.15		0.08	0.20		0.04	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay (s/veh): 13.1

Intersection LOS: B

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	45 s	15 s	25 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
20 s	40 s	20 s	20 s

HCM 7th TWSC
2: Meyers Road & 18th Street

07/20/2026

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	8	1	20	0	0	2	6	464	27	30	679	5
Future Vol, veh/h	8	1	20	0	0	2	6	464	27	30	679	5
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	17	2	0	0	1	20
Mvmt Flow	9	1	22	0	0	2	7	510	30	33	746	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1083	1368	376	977	1355	270	752	0	0	540	0	0
Stage 1	815	815	-	538	538	-	-	-	-	-	-	-
Stage 2	268	553	-	440	818	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.44	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.37	-	-	2.2	-	-
Pot Cap-1 Maneuver	174	148	628	208	151	734	762	-	-	1039	-	-
Stage 1	342	394	-	500	526	-	-	-	-	-	-	-
Stage 2	720	518	-	572	393	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	167	142	628	192	145	734	762	-	-	1039	-	-
Mov Cap-2 Maneuver	266	258	-	320	262	-	-	-	-	-	-	-
Stage 1	331	381	-	496	521	-	-	-	-	-	-	-
Stage 2	712	513	-	532	380	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.81		9.92		0.12		0.36	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	762	-	-	440	734	1039	-
HCM Lane V/C Ratio	0.009	-	-	0.072	0.003	0.032	-
HCM Ctrl Dly (s/v)	9.8	-	-	13.8	9.9	8.6	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	-

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Intersection Capacity Utilization

4: Renaissance Boulevard & Royce Boulevard

07/20/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	2	22	32	0	0	3	9	22	0	5	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	25	0	0	32	0	0	34	0	0	5	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.87	0.85	0.95	0.95	0.85	0.95	0.90	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3134	0	0	3437	0	0	3252	0	0	3618	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	No			No			No			No		
Reference Time (s)	0.0			0.0			0.0			0.0		
Adj Reference Time (s)	0.0			0.0			0.0			0.0		
Permitted Option												
Adj Saturation A (vph)	0	653		0	115		0	313		0	1809	
Reference Time A (s)	0.0	1.9		0.0	33.5		0.0	4.2		0.0	0.2	
Adj Saturation B (vph)	0	1560		0	1809		0	1616		0	3618	
Reference Time B (s)	8.1	5.0		10.1	4.9		8.2	5.3		0.0	0.2	
Reference Time (s)	1.9			10.1			4.2			0.2		
Adj Reference Time (s)	8.0			14.1			8.2			8.0		
Split Option												
Ref Time Combined (s)	0.0	1.0		0.0	1.1		0.0	1.3		0.0	0.2	
Ref Time Seperate (s)	0.1	0.1		2.1	0.0		0.2	0.3		0.0	0.2	
Reference Time (s)	1.0	1.0		2.1	2.1		1.3	1.3		0.2	0.2	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	14.1		8.2									
Split Option (s)	16.0		16.0									
Minimum (s)	14.1		8.2		22.3							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	18.6%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	12	449	18	8	6	379	658	33	19	562	202
Future Volume (vph)	306	12	449	18	8	6	379	658	33	19	562	202
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.993			0.960	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1726	1599	1805	2000	1615	3502	3551	0	1805	3456	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1726	1599	1805	2000	1615	3502	3551	0	1805	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			454			164		6			55	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			419			1403	
Travel Time (s)		11.1			5.7			8.2			27.3	
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
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	167	168	473	19	8	6	399	728	0	20	805	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effct Green (s)	13.7	13.7	13.7	6.6	6.6	6.6	15.1	50.8		6.6	34.6	
Actuated g/C Ratio	0.15	0.15	0.15	0.07	0.07	0.07	0.17	0.57		0.07	0.39	
v/c Ratio	0.63	0.63	0.75	0.14	0.05	0.02	0.67	0.36		0.15	0.58	
Control Delay (s/veh)	49.2	49.1	13.3	45.1	43.4	0.2	41.6	13.5		44.9	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	49.2	49.1	13.3	45.1	43.4	0.2	41.6	13.5		44.9	23.9	
LOS	D	D	B	D	D	A	D	B		D	C	
Approach Delay (s/veh)		28.1			36.5			23.5			24.4	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	101	101	10	11	5	0	118	111		12	196	
Queue Length 95th (ft)	#192	#191	118	35	19	0	170	216		36	280	

26-201 - Residential Development - Oakbrook Terrace
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		490			130			339			1323	
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	294	296	650	165	183	297	762	2033		289	1379	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.57	0.73	0.12	0.04	0.02	0.52	0.36		0.07	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 88.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 25.2

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive

	Ø1		Ø2		Ø7		Ø8
20 s		45 s		21 s		14 s	
	Ø5		Ø6				
25 s		40 s					

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	10	29	17	10	16	28	955	27	19	640	78
Future Volume (vph)	74	10	29	17	10	16	28	955	27	19	640	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.888			0.908			0.996			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1654	0	1770	1691	0	1770	3525	0	1770	3483	0
Flt Permitted	0.563						0.351			0.261		
Satd. Flow (perm)	1049	1654	0	1863	1691	0	654	3525	0	486	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			16			3			15	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	39	0	17	26	0	28	992	0	19	725	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		15.0	45.0		15.0	45.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		15.0%	45.0%		15.0%	45.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	14.6	8.5		10.3	6.5		77.8	74.0		76.8	72.0	
Actuated g/C Ratio	0.15	0.09		0.10	0.07		0.78	0.74		0.77	0.72	
v/c Ratio	0.34	0.23		0.09	0.21		0.05	0.38		0.04	0.29	
Control Delay (s/veh)	38.9	22.6		33.1	29.7		4.9	8.7		5.1	8.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	38.9	22.6		33.1	29.7		4.9	8.7		5.1	8.4	
LOS	D	C		C	C		A	A		A	A	
Approach Delay (s/veh)		33.3			31.1			8.6			8.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	47	6		11	6		2	71		2	78	
Queue Length 95th (ft)	75	37		26	32		15	270		12	182	
Internal Link Dist (ft)		208			217			1181			303	

26-201 - Residential Development - Oakbrook Terrace
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	320	337		266	250		641	2610		526	2510	
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	0.23	0.12		0.06	0.10		0.04	0.38		0.04	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 69 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 10.5

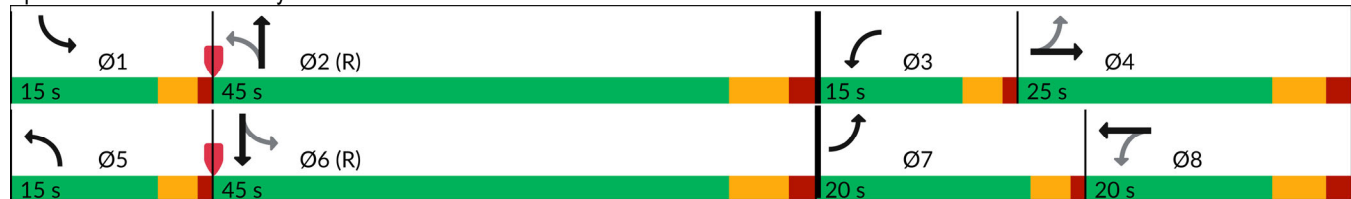
Intersection LOS: B

Intersection Capacity Utilization 48.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	4	7	26	6	40	9	951	3	1	697	13
Future Vol, veh/h	9	4	7	26	6	40	9	951	3	1	697	13
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	5	0	1	33	0	0	0
Mvmt Flow	9	4	7	27	6	42	9	991	3	1	726	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1252	1747	370	1378	1753	497	740	0	0	994	0	0
Stage 1	735	735	-	1011	1011	-	-	-	-	-	-	-
Stage 2	517	1013	-	367	742	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	131	87	633	106	86	511	876	-	-	704	-	-
Stage 1	382	428	-	260	320	-	-	-	-	-	-	-
Stage 2	514	319	-	630	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	115	86	633	101	85	511	876	-	-	704	-	-
Mov Cap-2 Maneuver	242	204	-	201	202	-	-	-	-	-	-	-
Stage 1	381	428	-	258	316	-	-	-	-	-	-	-
Stage 2	458	316	-	616	425	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.16		20.7		0.09		0.01	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	294 304	704	-	-
HCM Lane V/C Ratio	0.011	-	-	0.071 0.247	0.001	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	18.2 20.7	10.1	-	-
HCM Lane LOS	A	-	-	C C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 1	0	-	-

Capacity Analysis Summary Sheets
No-Build Weekday Morning Peak Hour

Intersection Capacity Utilization

4: Renaissance Boulevard & Royce Boulevard

07/20/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1	2	27	5	1	31	3	3	0	5	1
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	7	0	0	33	0	0	37	0	0	6	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.93	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	3364	0	0	3454	0	0	3424	0	0	3527	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	No			No			No			No		
Reference Time (s)	0.0			0.0			0.0			0.0		
Adj Reference Time (s)	0.0			0.0			0.0			0.0		
Permitted Option												
Adj Saturation A (vph)	0	112		0	115		0	114		0	1764	
Reference Time A (s)	0.0	4.3		0.0	28.1		0.0	32.6		0.0	0.2	
Adj Saturation B (vph)	0	1628		0	1764		0	1673		0	3527	
Reference Time B (s)	8.3	4.4		9.8	5.1		10.1	5.4		0.0	0.2	
Reference Time (s)	4.3			9.8			10.1			0.2		
Adj Reference Time (s)	8.3			13.8			14.1			8.0		
Split Option												
Ref Time Combined (s)	0.0	0.2		0.0	1.1		0.0	1.3		0.0	0.2	
Ref Time Seperate (s)	0.3	0.0		1.8	0.2		2.1	0.1		0.0	0.2	
Reference Time (s)	0.3	0.3		1.8	1.8		2.1	2.1		0.2	0.2	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	13.8		14.1									
Split Option (s)	16.0		16.0									
Minimum (s)	13.8		14.1		27.9							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	23.2%			ICU Level of Service			A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	2	334	21	1	2	220	456	3	7	570	130
Future Volume (vph)	137	2	334	21	1	2	220	456	3	7	570	130
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.972	
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3446	0
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355			164		1			30	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			568			1403	
Travel Time (s)		11.1			5.7			11.1			27.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%	2%	1%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	74	74	355	22	1	2	234	488	0	7	744	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	11.6	11.6	11.6	6.7	6.7	6.7	12.1	68.4		6.0	52.9	
Actuated g/C Ratio	0.12	0.12	0.12	0.07	0.07	0.07	0.12	0.68		0.06	0.53	
v/c Ratio	0.37	0.37	0.71	0.18	0.01	0.01	0.57	0.20		0.06	0.41	
Control Delay (s/veh)	45.5	45.5	13.1	47.2	43.0	0.0	46.6	8.4		60.0	7.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.5	45.5	13.1	47.2	43.0	0.0	46.6	8.4		60.0	7.7	
LOS	D	D	B	D	D	A	D	A		E	A	
Approach Delay (s/veh)		22.6			43.2			20.8			8.2	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	46	46	0	14	1	0	74	37		4	41	
Queue Length 95th (ft)	90	90	84	38	6	0	110	138		m13	55	

26-201 - Residential Development - Oakbrook Terrace
No Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		490			130			488			1323	
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	257	258	541	144	160	280	652	2394		252	1836	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.29	0.29	0.66	0.15	0.01	0.01	0.36	0.20		0.03	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 16.8

Intersection LOS: B

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive

 Ø1	 Ø2 (R)	 Ø7	 Ø8
20 s	45 s	21 s	14 s
 Ø5	 Ø6 (R)		
25 s	40 s		

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	8	25	24	9	23	42	410	16	25	708	81
Future Volume (vph)	84	8	25	24	9	23	42	410	16	25	708	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.886			0.893			0.994			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1683	0	1805	1644	0	1770	3504	0	1805	3514	0
Flt Permitted	0.471			0.889			0.260			0.468		
Satd. Flow (perm)	844	1683	0	1689	1644	0	484	3504	0	889	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			27			5			13	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	0%	11%	0%	2%	2%	13%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	38	0	28	38	0	49	501	0	29	928	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		20.0%	45.0%		15.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	18.6	9.9		12.4	6.7		73.4	68.1		72.0	65.8	
Actuated g/C Ratio	0.19	0.10		0.12	0.07		0.73	0.68		0.72	0.66	
v/c Ratio	0.40	0.20		0.13	0.28		0.11	0.21		0.04	0.40	
Control Delay (s/veh)	36.8	20.2		30.5	26.8		4.6	10.5		6.1	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.8	20.2		30.5	26.8		4.6	10.5		6.1	12.2	
LOS	D	C		C	C		A	B		A	B	
Approach Delay (s/veh)		32.2			28.4			10.0			12.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	55	5		14	7		10	100		5	171	
Queue Length 95th (ft)	87	31		32	38		9	96		16	245	

26-201 - Residential Development - Oakbrook Terrace
No Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	208			217			1181			303		
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	321	343		294	253		571	2386		770	2316	
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	0.31	0.11		0.10	0.15		0.09	0.21		0.04	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 13.6

Intersection LOS: B

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street

 Ø1 15 s	 Ø2 (R) 45 s	 Ø3 15 s	 Ø4 25 s
 Ø5 20 s	 Ø6 (R) 40 s	 Ø7 20 s	 Ø8 20 s

HCM 7th TWSC
2: Meyers Road & 18th Street

07/20/2026

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	21	0	0	2	6	489	28	31	727	5
Future Vol, veh/h	8	1	21	0	0	2	6	489	28	31	727	5
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	17	2	0	0	1	20
Mvmt Flow	9	1	23	0	0	2	7	537	31	34	799	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1152	1451	402	1034	1438	284	804	0	0	568	0	0
Stage 1	870	870	-	566	566	-	-	-	-	-	-	-
Stage 2	282	581	-	468	873	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.44	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.37	-	-	2.2	-	-
Pot Cap-1 Maneuver	155	132	603	189	134	719	725	-	-	1014	-	-
Stage 1	317	372	-	481	511	-	-	-	-	-	-	-
Stage 2	707	503	-	550	371	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	126	603	173	129	719	725	-	-	1014	-	-
Mov Cap-2 Maneuver	246	241	-	303	245	-	-	-	-	-	-	-
Stage 1	306	359	-	477	506	-	-	-	-	-	-	-
Stage 2	698	498	-	509	358	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.31		10.02		0.11		0.35	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	725	-	-	420	719	1014	-
HCM Lane V/C Ratio	0.009	-	-	0.079	0.003	0.034	-
HCM Ctrl Dly (s/v)	10	-	-	14.3	10	8.7	-
HCM Lane LOS	B	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.1	-

Capacity Analysis Summary Sheets
No-Build Weekday Evening Peak Hour

Intersection Capacity Utilization

4: Renaissance Boulevard & Royce Boulevard

07/20/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	2	23	33	0	0	3	9	23	0	5	0
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	26	0	0	33	0	0	35	0	0	5	0
Lane Utilization Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.87	0.85	0.95	0.95	0.85	0.95	0.90	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	3132	0	0	3437	0	0	3247	0	0	3618	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	No			No			No			No		
Reference Time (s)	0.0			0.0			0.0			0.0		
Adj Reference Time (s)	0.0			0.0			0.0			0.0		
Permitted Option												
Adj Saturation A (vph)	0	671		0	115		0	324		0	1809	
Reference Time A (s)	0.0	2.0		0.0	34.6		0.0	4.3		0.0	0.2	
Adj Saturation B (vph)	0	1559		0	1809		0	1614		0	3618	
Reference Time B (s)	8.1	5.0		10.2	4.9		8.2	5.3		0.0	0.2	
Reference Time (s)	2.0			10.2			4.3			0.2		
Adj Reference Time (s)	8.0			14.2			8.3			8.0		
Split Option												
Ref Time Combined (s)	0.0	1.0		0.0	1.2		0.0	1.3		0.0	0.2	
Ref Time Seperate (s)	0.1	0.1		2.2	0.0		0.2	0.3		0.0	0.2	
Reference Time (s)	1.0	1.0		2.2	2.2		1.3	1.3		0.2	0.2	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	14.2		8.3									
Split Option (s)	16.0		16.0									
Minimum (s)	14.2		8.3		22.5							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization	18.7%		ICU Level of Service		A							
Reference Times and Phasing Options do not represent an optimized timing plan.												

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	12	473	19	8	6	400	735	34	20	635	209
Future Volume (vph)	317	12	473	19	8	6	400	735	34	20	635	209
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.993			0.963	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1726	1599	1805	2000	1615	3502	3551	0	1805	3468	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1726	1599	1805	2000	1615	3502	3551	0	1805	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			434			164		5			49	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			419			1403	
Travel Time (s)		11.1			5.7			8.2			27.3	
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
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	174	173	498	20	8	6	421	810	0	21	888	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effct Green (s)	14.1	14.1	14.1	6.6	6.6	6.6	15.6	51.2		6.7	34.5	
Actuated g/C Ratio	0.16	0.16	0.16	0.07	0.07	0.07	0.17	0.57		0.07	0.38	
v/c Ratio	0.65	0.64	0.81	0.15	0.05	0.02	0.69	0.40		0.16	0.65	
Control Delay (s/veh)	50.0	49.5	18.6	45.4	43.5	0.2	42.3	14.1		45.2	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.0	49.5	18.6	45.4	43.5	0.2	42.3	14.1		45.2	25.9	
LOS	D	D	B	D	D	A	D	B		D	C	
Approach Delay (s/veh)		31.4			37.0			23.7			26.4	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	106	105	35	12	5	0	125	128		12	230	
Queue Length 95th (ft)	#204	#202	#202	36	19	0	179	246		36	319	

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	490			130			339			1323		
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	291	293	631	163	181	295	753	2028		285	1365	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.59	0.79	0.12	0.04	0.02	0.56	0.40		0.07	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 26.8

Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive

 Ø1	 Ø2	 Ø7	 Ø8
20 s	45 s	21 s	14 s
 Ø5	 Ø6		
25 s	40 s		

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	10	30	18	10	17	29	1042	28	20	715	81
Future Volume (vph)	77	10	30	18	10	17	29	1042	28	20	715	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.887			0.906			0.996			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1652	0	1770	1688	0	1770	3525	0	1770	3486	0
Flt Permitted	0.465			0.870			0.314			0.228		
Satd. Flow (perm)	866	1652	0	1621	1688	0	585	3525	0	425	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			17			3			14	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	40	0	18	27	0	29	1081	0	20	804	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		15.0	45.0		15.0	45.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		15.0%	45.0%		15.0%	45.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	17.2	11.0		11.9	6.5		75.3	71.4		74.2	69.3	
Actuated g/C Ratio	0.17	0.11		0.12	0.07		0.75	0.71		0.74	0.69	
v/c Ratio	0.33	0.19		0.09	0.22		0.06	0.43		0.05	0.33	
Control Delay (s/veh)	36.3	20.5		30.8	29.3		5.5	10.2		5.7	10.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.3	20.5		30.8	29.3		5.5	10.2		5.7	10.0	
LOS	D	C		C	C		A	B		A	A	
Approach Delay (s/veh)		30.9			29.9			10.1			9.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	42	5		9	6		5	151		3	137	
Queue Length 95th (ft)	77	37		26	33		16	305		12	208	
Internal Link Dist (ft)		208			217			1181			303	

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	324	340		283	250		579	2519		474	2421	
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	0.24	0.12		0.06	0.11		0.05	0.43		0.04	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 69 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 11.6

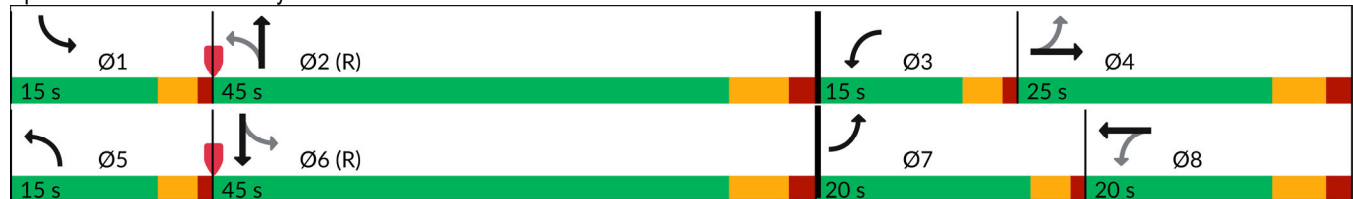
Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street



Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	9	4	7	27	6	41	9	1038	3	1	774	13
Future Vol, veh/h	9	4	7	27	6	41	9	1038	3	1	774	13
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	5	0	1	33	0	0	0
Mvmt Flow	9	4	7	28	6	43	9	1081	3	1	806	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1378	1918	410	1509	1923	542	820	0	0	1084	0	0
Stage 1	815	815	-	1102	1102	-	-	-	-	-	-	-
Stage 2	563	1103	-	407	822	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	68	597	85	68	477	818	-	-	651	-	-
Stage 1	342	394	-	229	290	-	-	-	-	-	-	-
Stage 2	484	289	-	597	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	67	597	81	67	477	818	-	-	651	-	-
Mov Cap-2 Maneuver	214	181	-	176	179	-	-	-	-	-	-	-
Stage 1	341	393	-	227	287	-	-	-	-	-	-	-
Stage 2	426	286	-	583	390	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.84		23.43		0.08		0.01	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	263	272	651	-
HCM Lane V/C Ratio	0.011	-	-	0.079	0.284	0.002	-
HCM Ctrl Dly (s/v)	9.5	-	-	19.8	23.4	10.5	-
HCM Lane LOS	A	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0	-

Capacity Analysis Summary Sheets
Total Projected Weekday Morning Peak Hour

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	2	334	21	1	2	220	466	3	7	604	135
Future Volume (vph)	138	2	334	21	1	2	220	466	3	7	604	135
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.999			0.973	
Flt Protected	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3450	0
Flt Permitted	0.950	0.954		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1722	1599	1805	2000	1615	3433	3502	0	1805	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355			164		1			29	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			568			1403	
Travel Time (s)		11.1			5.7			11.1			27.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	3%	0%	0%	2%	1%
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	75	74	355	22	1	2	234	499	0	7	787	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	11.6	11.6	11.6	6.7	6.7	6.7	12.1	68.4		6.0	52.9	
Actuated g/C Ratio	0.12	0.12	0.12	0.07	0.07	0.07	0.12	0.68		0.06	0.53	
v/c Ratio	0.38	0.37	0.71	0.18	0.01	0.01	0.57	0.21		0.06	0.43	
Control Delay (s/veh)	45.7	45.5	13.1	47.2	43.0	0.0	46.6	8.4		58.7	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.7	45.5	13.1	47.2	43.0	0.0	46.6	8.4		58.7	8.4	
LOS	D	D	B	D	D	A	D	A		E	A	
Approach Delay (s/veh)		22.7			43.2			20.6			8.8	
Approach LOS		C			D			C			A	
Queue Length 50th (ft)	47	46	0	14	1	0	74	38		5	47	
Queue Length 95th (ft)	90	90	84	38	6	0	110	142		m12	66	

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		490			130			488			1323	
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	257	258	541	144	160	280	652	2394		252	1837	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.29	0.29	0.66	0.15	0.01	0.01	0.36	0.21		0.03	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 16.8

Intersection LOS: B

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive



Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	8	25	24	9	23	42	440	16	25	717	81
Future Volume (vph)	84	8	25	24	9	23	42	440	16	25	717	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.886			0.893			0.995			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1683	0	1805	1644	0	1770	3508	0	1805	3514	0
Flt Permitted	0.471			0.889			0.256			0.452		
Satd. Flow (perm)	844	1683	0	1689	1644	0	477	3508	0	859	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			27			4			13	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	0%	11%	0%	2%	2%	13%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	38	0	28	38	0	49	537	0	29	939	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		20.0%	45.0%		15.0%	40.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	18.6	9.9		12.4	6.7		73.4	68.1		72.0	65.8	
Actuated g/C Ratio	0.19	0.10		0.12	0.07		0.73	0.68		0.72	0.66	
v/c Ratio	0.40	0.20		0.13	0.28		0.11	0.22		0.04	0.41	
Control Delay (s/veh)	36.8	20.2		30.5	26.8		4.7	10.6		6.1	12.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.8	20.2		30.5	26.8		4.7	10.6		6.1	12.3	
LOS	D	C		C	C		A	B		A	B	
Approach Delay (s/veh)		32.2			28.4			10.1			12.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	55	5		14	7		10	107		5	173	
Queue Length 95th (ft)	87	31		32	38		9	117		16	248	

26-201 - Residential Development - Oakbrook Terrace
Projected Weekday Morning Peak Hour

Synchro 12 Report

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	208			217			1181			303		
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	321	343		294	253		566	2388		751	2316	
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	0.31	0.11		0.10	0.15		0.09	0.22		0.04	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 60 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 13.6

Intersection LOS: B

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	45 s	15 s	25 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
20 s	40 s	20 s	20 s

HCM 7th TWSC
2: Meyers Road & 18th Street

07/21/2026

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	21	39	0	32	6	489	39	40	727	5
Future Vol, veh/h	8	1	21	39	0	32	6	489	39	40	727	5
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	17	2	0	0	1	20
Mvmt Flow	9	1	23	43	0	35	7	537	43	44	799	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1171	1483	402	1060	1464	290	804	0	0	580	0	0
Stage 1	890	890	-	572	572	-	-	-	-	-	-	-
Stage 2	282	593	-	488	892	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.44	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.37	-	-	2.2	-	-
Pot Cap-1 Maneuver	150	126	603	181	130	712	725	-	-	1004	-	-
Stage 1	308	364	-	477	508	-	-	-	-	-	-	-
Stage 2	707	496	-	535	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	135	120	603	164	123	712	725	-	-	1004	-	-
Mov Cap-2 Maneuver	233	232	-	293	238	-	-	-	-	-	-	-
Stage 1	295	348	-	473	503	-	-	-	-	-	-	-
Stage 2	666	492	-	491	347	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.58		16.2		0.11		0.45	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	725	-	-	409 399	1004	-	-
HCM Lane V/C Ratio	0.009	-	-	0.081 0.195	0.044	-	-
HCM Ctrl Dly (s/v)	10	-	-	14.6 16.2	8.8	-	-
HCM Lane LOS	B	-	-	B C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.7	0.1	-	-

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB			EB			EB	
Traffic Vol, veh/h	4	1	19	27	5	1	36	3	3	0	5	1
Future Vol, veh/h	4	1	19	27	5	1	36	3	3	0	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	0	0	0
Mvmt Flow	5	1	22	32	6	1	42	4	4	0	6	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	96	98	4	94	97	4	7	0	0	7	0	0
Stage 1	6	6	-	90	90	-	-	-	-	-	-	-
Stage 2	89	92	-	4	7	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.58	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	882	796	1085	874	797	1085	1627	-	-	1627	-	-
Stage 1	1020	894	-	901	824	-	-	-	-	-	-	-
Stage 2	914	823	-	1012	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	852	775	1085	833	776	1085	1627	-	-	1627	-	-
Mov Cap-2 Maneuver	852	775	-	833	776	-	-	-	-	-	-	-
Stage 1	1020	894	-	878	803	-	-	-	-	-	-	-
Stage 2	883	801	-	990	894	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.59		9.51		6.23		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	843	1074	827	845	1627	-	-
HCM Lane V/C Ratio	0.026	-	-	0.006	0.021	0.042	0.005	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	8.4	9.5	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	10	3	2	34	9
Future Vol, veh/h	8	10	3	2	34	9
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	3	2	36	9
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	19	0	22	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1611	-	1000	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	998	1072
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1018	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	4.34		8.72		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1012	-	-	1080	-	
HCM Lane V/C Ratio	0.045	-	-	0.002	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	10	2	34	35	8
Future Vol, veh/h	10	10	2	34	35	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	11	2	36	37	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	21
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1608
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1608
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.4	8.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	975	-	-	100	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Capacity Analysis Summary Sheets
Total Projected Weekday Evening Peak Hour

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	321	12	473	19	8	6	400	762	34	20	650	211
Future Volume (vph)	321	12	473	19	8	6	400	762	34	20	650	211
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	100		100	150		0	150		0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (ft)	170			70			170			170		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.994			0.963	
Flt Protected	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (prot)	1715	1726	1599	1805	2000	1615	3502	3554	0	1805	3468	0
Flt Permitted	0.950	0.956		0.950			0.950			0.950		
Satd. Flow (perm)	1715	1726	1599	1805	2000	1615	3502	3554	0	1805	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			431			164		5			47	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		570			210			568			1403	
Travel Time (s)		11.1			5.7			11.1			27.3	
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
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	176	175	498	20	8	6	421	838	0	21	906	0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8						
Detector Phase	7	7	7	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	4.0	4.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0	14.0	10.0	10.0	10.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	21.0	21.0	14.0	14.0	14.0	25.0	45.0		20.0	40.0	
Total Split (%)	21.0%	21.0%	21.0%	14.0%	14.0%	14.0%	25.0%	45.0%		20.0%	40.0%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effct Green (s)	14.1	14.1	14.1	6.6	6.6	6.6	15.6	51.2		6.7	34.5	
Actuated g/C Ratio	0.16	0.16	0.16	0.07	0.07	0.07	0.17	0.57		0.07	0.38	
v/c Ratio	0.65	0.64	0.81	0.15	0.05	0.02	0.69	0.41		0.16	0.66	
Control Delay (s/veh)	50.2	49.7	18.9	45.4	43.5	0.2	42.3	14.3		45.2	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.2	49.7	18.9	45.4	43.5	0.2	42.3	14.3		45.2	26.3	
LOS	D	D	B	D	D	A	D	B		D	C	
Approach Delay (s/veh)		31.8			37.0			23.7			26.8	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	107	107	37	12	5	0	125	134		12	237	
Queue Length 95th (ft)	#207	#204	#206	36	19	0	179	256		36	328	

Lanes and Geometrics

1: Meyers Road & 22nd Street/Regency Plaza Access Drive

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		490			130			488			1323	
Turn Bay Length (ft)	130			100		100	150			150		
Base Capacity (vph)	291	292	629	163	181	295	752	2027		285	1363	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.60	0.79	0.12	0.04	0.02	0.56	0.41		0.07	0.66	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 89.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 27.0

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Meyers Road & 22nd Street/Regency Plaza Access Drive

 Ø1	 Ø2	 Ø7	 Ø8
20 s	45 s	21 s	14 s
 Ø5	 Ø6		
25 s	40 s		

Lanes and Geometrics
3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	10	30	18	10	17	29	1055	28	20	738	81
Future Volume (vph)	77	10	30	18	10	17	29	1055	28	20	738	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	65		0	245		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	65			115			180			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.887			0.906			0.996			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1652	0	1770	1688	0	1770	3525	0	1770	3486	0
Flt Permitted	0.465			0.870			0.305			0.223		
Satd. Flow (perm)	866	1652	0	1621	1688	0	568	3525	0	415	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			17			3			14	
Link Speed (mph)		25			25			35			30	
Link Distance (ft)		288			297			1261			383	
Travel Time (s)		7.9			8.1			24.6			8.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	40	0	18	27	0	29	1094	0	20	827	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	10.0		7.0	10.0		7.0	21.5		7.0	21.5	
Total Split (s)	20.0	25.0		15.0	20.0		15.0	45.0		15.0	45.0	
Total Split (%)	20.0%	25.0%		15.0%	20.0%		15.0%	45.0%		15.0%	45.0%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	17.2	11.0		11.9	6.5		75.3	71.4		74.2	69.3	
Actuated g/C Ratio	0.17	0.11		0.12	0.07		0.75	0.71		0.74	0.69	
v/c Ratio	0.33	0.19		0.09	0.22		0.06	0.43		0.05	0.34	
Control Delay (s/veh)	36.3	20.5		30.8	29.3		5.5	10.2		5.7	10.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.3	20.5		30.8	29.3		5.5	10.2		5.7	10.1	
LOS	D	C		C	C		A	B		A	B	
Approach Delay (s/veh)		30.9			29.9			10.1			10.0	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	42	5		9	6		5	153		3	142	
Queue Length 95th (ft)	77	37		26	33		16	310		12	216	
Internal Link Dist (ft)		208			217			1181			303	

26-201 - Residential Development - Oakbrook Terrace
Projected Weekday Evening Peak Hour

Synchro 12 Report

Lanes and Geometrics

3: Meyers Road & 16th Street

07/20/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	125			65			245			145		
Base Capacity (vph)	324	340		283	250		568	2519		467	2421	
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	0.24	0.12		0.06	0.11		0.05	0.43		0.04	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 69 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 11.6

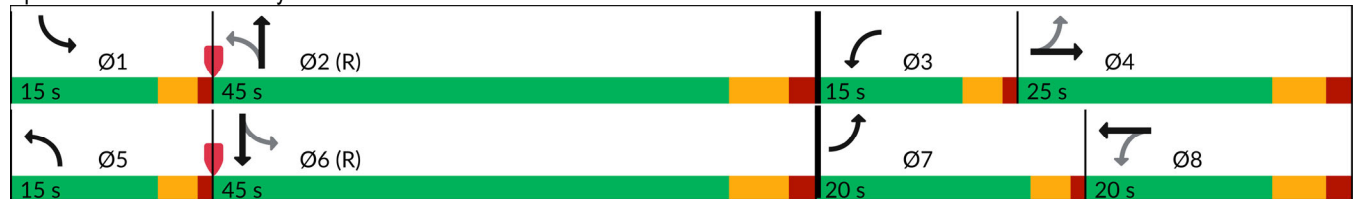
Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Meyers Road & 16th Street



Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	4	7	27	6	41	9	1038	3	1	774	13
Future Vol, veh/h	9	4	7	27	6	41	9	1038	3	1	774	13
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	-	-	-	-	-	-	90	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	5	0	1	33	0	0	0
Mvmt Flow	9	4	7	28	6	43	9	1081	3	1	806	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1378	1918	410	1509	1923	542	820	0	0	1084	0	0
Stage 1	815	815	-	1102	1102	-	-	-	-	-	-	-
Stage 2	563	1103	-	407	822	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	106	68	597	85	68	477	818	-	-	651	-	-
Stage 1	342	394	-	229	290	-	-	-	-	-	-	-
Stage 2	484	289	-	597	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	67	597	81	67	477	818	-	-	651	-	-
Mov Cap-2 Maneuver	214	181	-	176	179	-	-	-	-	-	-	-
Stage 1	341	393	-	227	287	-	-	-	-	-	-	-
Stage 2	426	286	-	583	390	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.84		23.43		0.08		0.01	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	263	272	651	-
HCM Lane V/C Ratio	0.011	-	-	0.079	0.284	0.002	-
HCM Ctrl Dly (s/v)	9.5	-	-	19.8	23.4	10.5	-
HCM Lane LOS	A	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0	-

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBT			WBT			NBT			SBT		
Traffic Vol, veh/h	1	2	31	33	0	0	16	9	23	0	5	0
Future Vol, veh/h	1	2	31	33	0	0	16	9	23	0	5	0
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	9	0	0	0
Mvmt Flow	1	2	36	39	0	0	19	11	27	0	6	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	49	81	3	66	68	19	6	0	0	38	0	0
Stage 1	6	6	-	62	62	-	-	-	-	-	-	-
Stage 2	43	75	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	951	813	1086	926	827	1061	1628	-	-	1586	-	-
Stage 1	1021	895	-	948	847	-	-	-	-	-	-	-
Stage 2	972	836	-	1023	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	940	803	1086	882	817	1061	1628	-	-	1586	-	-
Mov Cap-2 Maneuver	940	803	-	882	817	-	-	-	-	-	-	-
Stage 1	1021	895	-	937	837	-	-	-	-	-	-	-
Stage 2	960	826	-	986	895	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	8.51		9.27		2.42		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	598	-	-	866	1074	882	-	1586	-	-		
HCM Lane V/C Ratio	0.012	-	-	0.003	0.035	0.044	-	-	-	-		
HCM Ctrl Dly (s/v)	7.2	0	-	9.2	8.5	9.3	0	0	-	-		
HCM Lane LOS	A	A	-	A	A	A	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	0	-	-		

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	27	7	6	15	4
Future Vol, veh/h	4	27	7	6	15	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	28	7	6	16	4
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	33	0	39	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1592	-	977	1066
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	973	1066
Mov Cap-2 Maneuver	-	-	-	-	973	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1002	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	3.92		8.71		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	991	-	-	969	-	
HCM Lane V/C Ratio	0.02	-	-	0.005	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	27	6	15	15	4
Future Vol, veh/h	27	27	6	15	15	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	28	6	16	16	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	57
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1561
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1561
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.09	8.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	514	-
HCM Lane V/C Ratio	0.021	-	-	0.004	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-